PLANNING FOR COMMERCIAL DEVELOPMENT IN OSOGBO

BY

SHITTU ABDULGANIYU FOLORUNSHO

PGD (URP) The Polytechnic, Ibadan

A thesis submitted to the Postgraduate School Ahmadu Bello University, Zaria in partial fulfillment of the requirements for the award of Master of Science degree in the Department of Urban and Regional Planning.

December, 1999

DECLARATION

I herehby declare that this thesis report is the outcome of my research work. It has not been accepted in any previous application for a higher degree. All sources of information are specifically acknowledged by means of reference.

Signature: .....

Date: 12TH JAN 2020

CERTIFICATION

This thesis titled "PLANNING FOR COMMERCIAL DEVELOPMENT IN OSOGBO BY SHITTU Abdulganiyyu Folorunsho, meets the regulation governing the award of the degree of Masters of Science Urban and Regional Planning of Ahmadu Bello University and is approved for its contribution to knowledge and literary presentation.

DR. J.B. Kaltho
Chairman, Supervisory Committee — Date: 15-01-2000

Mal. A.S. Usman
Member supervisory Committee — Date: 15/01/2000

DR. M. B. Yunusa
Head of Department — Date: 6-12-01

Prof. S.B. Ojo
Dean Postgraduate School — Date: 28/12/03

ACKNOWLEDGMENT

Many have contributed directly or indirectly to the successful completion of this thesis, my thanks to them all.

I express my sincere gratitude to my Supervisors, DR. J.B. Kaltho and Abubakar Usman for taking pains reading through various drafts and making necessary corrections as well as guiding my thoughts at different stages in the research work.

I am profoundly grateful to my parents, brothers, Kamal, Abdul Fatai, Taofik and sisters, Alhaja Silifat, Alhaja Sikirat, Nurat, Simbiat, Ramatu Akewushola and Tunde Lawal for their various contributions, morally and financially, to my educational success.

My thanks also go to my friends Mr. and Mrs. Balogun, Badirudeen and to my colleagues, Shade, Teku, Jerry, Dodo for their useful advice and encouragement. Special thanks go to the entire staff of the Department for the knowledge imparted in me during my course of study. To Zainab Salau, and the entire staff of Perfect-Design Computers for typing the project at very short notice.

Finally, I am most grateful to God, the author of life who has made everything work well towards my success.

DEDICATION

Dedicated to the memory of my late father and my lovely mother, whose love and care deserved a better book.

To my little **Abubakar Sadiq Opeyemi** and his mother for their patient and understanding during the trying moment.

ABSTRACT

In Nigeria and other developing countries of the world, planning and development of new retail areas have been used as a means of decentralising the existing traditional retail areas, which mostly have evolved without due planning considerations and therefore, have constituted a nuisance to the urban areas in which they are located. In view of the fact that the system of distribution of goods and services is essential' to any economy, the location, structure and design of these retail areas comprise an important challenge facing urban planners today.

It is in recognition of this fact that this thesis aimed at analysing and appraising the existing commercial area in Osogbo, with a view to suggesting appropriate physical planning proposals.

The study was approached from both the theoretical aspect; which reviewed various planning concepts, principles and standards through an inventory of existing literature, and the empirical component which involved a study of the existing situation of retail area, using reconnaissance survey, personal observation and other secondary data sources. The study revealed that there is inadequacy in the supply of commercial areas in Osogbo. Also, inspite of their inadequacy their location is so uneven that people living in certain parts of the town are at a disadvantage with respect to accessibility to existing commercial areas. Other physical planning problems identified, ranges from congestion, lack of adequate infrastructures, lack of proper planning and poor environment.

Consequent to the above findings the following proposals and recommendations were made: more retail centres, to reduce the large deficit, redevelopment of the existing retail structures, by providing the lacking ancillary facilities and lastly comprehensive spatial planning of the entire commercial areas.

It is believed that this will assist in the proper development of commercial area, so that it becomes well appreciated in view of its positive contribution, to the economy of the urban area, as regards employment provision and income generation. Policy recommendations were given to provide the necessary incentives as well as the machinery for the effective realisation of the proposals.

TABLE OF CONTENTS

TITLE

Declaration i

Certification ii

Dedication.....iii

Acknowledgement iv

Abstract vi

Table of contents.....vii

List of tables.....xi

List of figures.....xiii

List plates.....xv

CHAPTER ONE 1

1.0 INTRODUCTION 1

1.1 THE RESEARCH PROBLEM 1

1.2 AIM AND OBJECTIVES 3

1.2.1 Aim 3

1.2.2 Objectives 4

1.3 SCOPE AND LIMITATION 4

1.4 METHODOLOGY OF THE STUDY 4

1.4.1 Research Question 4

1.4.2 Research Approach 5

1.4.3 Framework for the study 6

1.5.0 Data collection methods 7

1.5.1 Data analysis 8

1.6 BACKGROUND OF THE STUDY AREA 8

1.6.1 Geographical location of Osogbo 8

1.6.2 Population 9

CHAPTER TWO 11

2.0 THEORETICAL BACKGROUND AND LITERATURE REVIEW 11

2.1 THEORETICAL BACKGROUND 19

2.2 LITERATURE REVIEW OF COMMERCIAL PLANNING IN NIGERIA 25

2.3 SUMMARY 27

CHAPTER THREE 27

3.0 NATURE AND PROBLEMS OF COMMERCIAL AREA OF OSOGBO PREAMBLE 27

3.1 APPRAISAL OF EXISTING LANDUSE 30

3.2 OSOGBO COMMERCIAL GROWTH 32

3.3.1. Topology of the traditional markets 34

3.3.2 Location and spatial distribution of markets 36

3.3.3 Commercial characteristics and retail functions 42

3.3.4 Physical conditions and design characteristics of market places 44

3.3.5 Socio-economic characteristic 45

3.4 THE STRUCTURE OF MODERN COMMERCIAL DISTRICTS 46

3.4.1 The Neighbourhood Shopping street/clusters 49

3.4.2 Trading Streets 51

3.4.3 THE CENTRAL AREA 51

3.5 PHYSICAL CHARACTERISTIC OF MODERN COMMERCIAL DISTRICT 51

3.5.1 Land use structure 52

3.5.2 Layout 52

3.5.3 Environmental Sanitation 53

3.5.4 Circulation and Parking 53

3.5.5 Design characteristics 54

3.6 PHYSICAL PROBLEMS OF COMMERCIAL AREA 54

3.6.1 Problems faced by the commercial areas in Osogbo 57

3.6.2 Problems created by commercial area. in Osogbo 60

CHAPTER FOUR

4.0 PROPOSALS FOR COMMERCIAL DEVELOPMENT OF OSOGBO

4.1 SUMMARY OF FINDINGS 60

4.1.1 The total commercial area is below the required standard 61

4.1.2 Inadequacy in relation to population 61

4.1.3 No centrality in location 62

4.1.4 Lack of adequate ancillary facilities 62

4.1.5 Lack of proper planning 63

4.2 PHYSICAL PLANNING PROPOSALS 63

4.2.1 Planning and redevelopment of commercial area 64

4.2.2. Creating more shopping centres 65

4.2.3 Comprehensive spatial planning of the entire commercial area 66

4.3 PROPOSED PLANNING PRINCIPLES AND STANDARDS 67

4.4. PRESENT AND FUTURE COMMERCIAL AREA REQUIREMENT 67

4.4.1 Land area requirement 68

4.4.2 Market and shopping area requirement 76

4.5 DESIGN PROPOSAL 76

4.5.1 The general design concept 77

4.5.2 Spatial distribution of proposed centres 81

4.6 RECOMMENDATIONS 81

4.6.1 Co-ordinated action by the city retail planning agency 81

4.6.2 Modern shopping centres 82

4.6.3 Integration of the proposals with the existing centres 82

4.6.4. Shopping clusters 82

4.6.5. Development Plan for the town 83

CHAPTER FIVE

5.0 GUIDELINE FOR IMPLEMENTATION AND MANAGEMENT 83

5.1 MANAGEMENT 85

5.2 FINANCE 85

5.3 PHASING PROGRAM 85

5.3.1 Short Term Measures 86

5.3.2 Long Term Measures 86

5.4 CONCLUSION 88

BIBLIOGRAPHY 88

APPENDIXES 90

LIST OF TABLES

Table	Title	Page
1.1	Population figures of Osogbo 1951-1991	9
1.2	Projected population of Osogbo 1996-2016	9
2.1	Population and catchment area of commercial areas	12
2.2	Planning norm for shopping centre in Britain	14
2.3	Commercial area by size and population	20
2.4	Commercial area by function of towns	20
2.5	Site area and site coverage of commercial area	21
2.6	Land allocation in commercial area	21
2.7	Set-backs of commercial development	22
2.8	Parking space requirements in commercial area	23
3.1	Osogbo existing land use analysis	29
3.2	Classification of market by types and site area	33
3.3	Relationship between population and market location	35
3.4	Analysis by types and nature of block	38
3.5	Analysis by types of commodities sold	41
3.6	Retail function of neighbourhood shopping clusters	48
3.7	Retail function of trading streets	50
3.8	Classification of problems of commercial area	54
4.1	Proposed population and component for planning unit	67
4.2	Projected commercial land area requirement	68
4.3	Projected market stalls requirement 1996-2016	69
4.4	Percentage allocation of stalls/shops to planning unit	69
4.5	Projected market stalls per planning unit 1996-2016	70
4.6	Projected number of shops for the plan period	71

4.7 Percentage allocation of shops to planning unit.....,72
4.8 Allocation of shops to planning.....72
4.9 Proposed size of shop for planning unit.....73
4.10 Recommended planning standards for the proposed centres at different planning unit 1996-2016.....75
4.11 Proposed number of each centre for each unit 1996-2016...76
4.12 Projection of population by wards 1991-2016.....79
4.13 Proposed planning unit and their population by 2016.....80

LIST OF FIGURES

Fig	Title	Page
1.1	Approach to the study	5
1.2	Thesis structure	6
1.3	Nigeria map show location of study are	8a
1.4	Osogbo in the regional settings	8a
1.5	Percentage population growth rate graph	9a
2.1	Density of distribution of centres by order of hierarchy	16a
2.2	Conceptual sketch of a market	17a
2.3	Conceptual sketch of departmental store	17a
2.5	Conceptual sketch of shopping precinct	18a
2.6	A cluster mall with a centrally located magnet	18a
2.7	Conceptual sketch of precinct	18a
3.1	Existing land use of Osogbo	28a
3.2	Spatial distribution of traditional retail outlets	34a
3.3	Physical layout of building block	40a
3.4	Catchment area in percentage	45a
3.5	Spatial location of modern commercial district	46a
3.6	Spatial location of neighbourhood shopping streets	46a
3.7	Spatial location of Trading streets	49a
3.8	The CBD land use structure	51a
4.1	Map of Osgobo showing direction of growth	76a
4.2	Maps showing Administrative wards	76a
4.3	Proposed community unit for Osogbo	78a
4.4	Spatial distribution of proposed centres	78a

CHAPTER ONE

1.0 INTRODUCTION

The retailing of goods and services constitutes an important part of the central functions which urban centres, performs to service its inhabitants and those of its hinterland. It forms part of the economic bond between the city and its dependent region. Within the city, institutions for retailing of goods and services occupy specific locations, constituting a distinctive type of land use.

However, in recent years, the inadequacies which afflict other aspects of the urban life have also affected the urban economic way of life. A prominent aspect of the urban economic crisis is the inadequacies and deteriorating condition of places where commercial activities take place.

The proper planning of these areas are therefore of great importance to the economic survival of the city in view of its significant roles as regards employment provision and income generation.

1.1 THE RESEARCH PROBLEM

In Nigeria, like most developing countries, towns are growing rapidly, particularly those that serve as administrative and industrial centres. Over the years, these towns have attracted a large number of migrants and civil servants and employees of private establishments. This has resulted in unprecedented growth of the urban population with spectacular

spatial expansion. This is commonly associated with many problems, the most outstanding of which is the increasing overcrowded and substandard commercial structure.

As urban authorities are increasingly unable to provide the facilities that would facilitate the unfettered pursuit of economic activities, there has developed a widening gap between the supply of commercial facilities and the demand for them. This gap has partially been filled through the activities of private investors in response to the market forces. However, the intervention is not guided by any planning principles or concept, but rather motivated by economic gain. This has contributed to the haphazard location, uncontrolled and unco-ordinated growth and development of commercial facilities in the urban area.

In Osogbo, like other indigenous urban centres, the major commercial areas are located in the heart of the city, where there is very limited space for expansion. Therefore in order to accommodate the changes that accompany rapid growth of the town, other retail outlets and shopping complexes are developing outside the traditional market places. However, these numerous commercial outlets have not served the same purpose as a planned hierarchy of commercial development for a town of such status. Since their development has not been guided by any planning principles.

There is the need to arrest and correct the present proliferation of these sub-standard commercial outlet, by planning of the commercial growth.

However, towns that are undergoing transition from

traditional to modern settings, as a result of being capital cities, are bound to experience some demands which are associated with the components of modern development. For such towns it is necessary to investigate the possible misfit in its commercial structure vis-avis the transition and planning implications. There is also the need to investigate to what extent the concept, principles and practice of commercial development, drawn from modern economy can be incorporated or accommodated in the situation of Osogbo, as basis for effective planning towards sustainable commercial development in the town as well as similar towns in Nigeria.

1.2 AIM AND OBJECTIVES

1.2.1 Aim

The study aims at identifying the nature and forms of commercial development in Osogbo with a view to proposing physical planning strategies for effective commercial development in Osogbo and similar towns.

1.2.2 Objectives

In order to achieve the above aim, the following objectives have been set.

i) To appraise the land use pattern and identify the nature and forms of commercial development in Osogbo.

ii) To examine the physical problems associated with the pattern and its planning implications.

iii) To make appropriate physical planning proposals that will integrate the existing commercial centres with the proposed hierarchy of centres.

iv) To formulate implementation and management strategies for effective commercial development in Osogbo.

1.3 SCOPE AND LIMITATION

The study focuses on intra urban retail activities in Osogbo. It does not isolate the inter city commercial activity system and its land use implications. The economic dynamics associated with the commercial land use is also not covered except to the extent that clarification is given to the physical dimension of land use.

1.4 METHODOLOGY OF THE STUDY

1.4.1 Research Approach

The analytical research method was adopted throughout the study. This is approached from two broad angles, the theoretical and empirical.

The theoretical approach consists of literature review of concepts and standards for planning commercial development, while the empirical approach involves the study and observation of the existing situation in the study area.

Findings from the two approaches were then synthesized for the purpose of developing a strategy for effective Commercial Development in Osogbo (see fig 1.1)

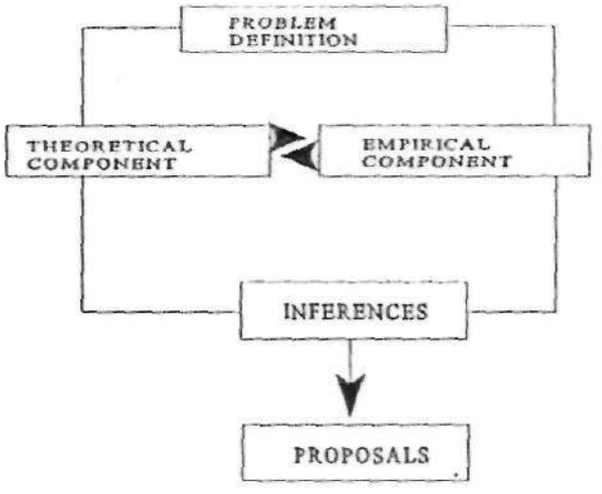


FIG. 1.1 Approach of the study

1.4.2 Framework for the study

The study which is approached from two broad angles; the theoretical and empirical, begins with the identification and clear definition of the problems of the study.

This is followed by a review of theoretical concepts and literature review of planning principles and standards as adopted in Nigeria. The nature, forms and problems of existing commercial structure in Osogbo were also appraised.

The result of the literature and field findings was then evaluated to see if there is a relationship between the assumption made and the results of the field survey. These two are then synthesized from which inferences were drawn and

proposals made (see fig 1.2)

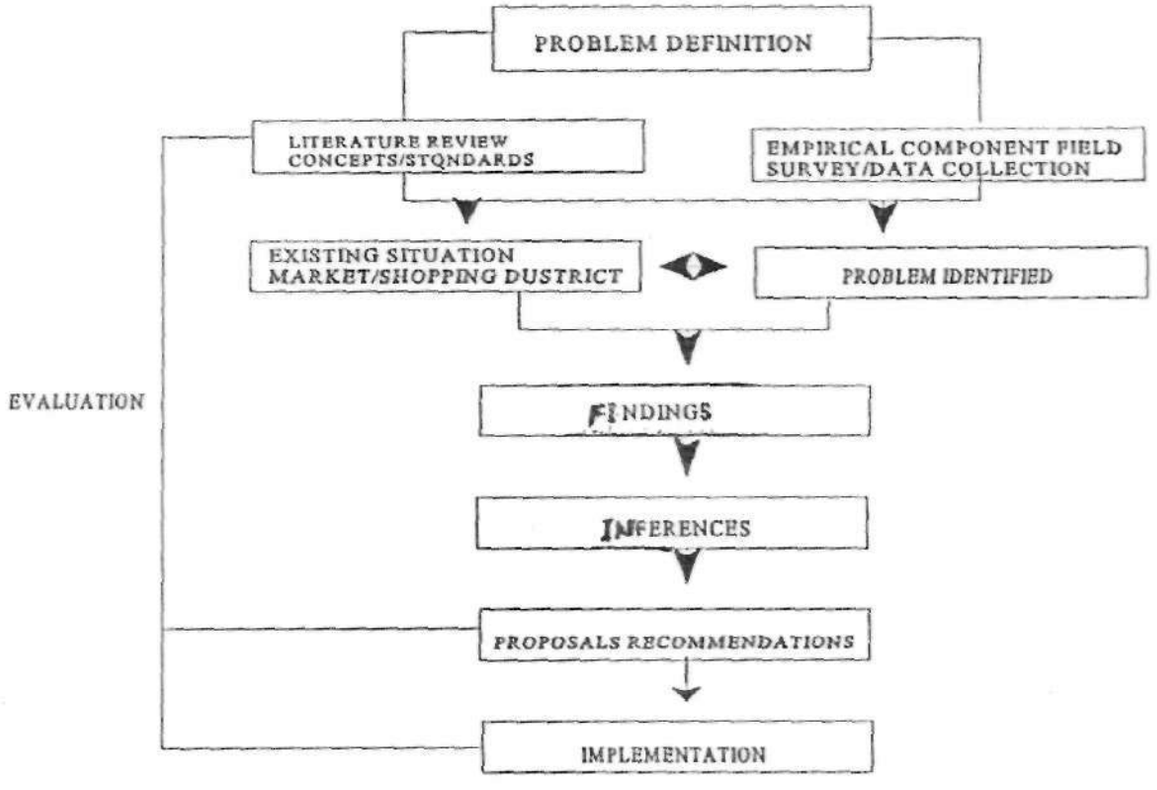


FIG. 1.2 THESIS STRUCTURE

The thesis is organized into five chapters. The first, comprises the introductory chapter and this defines the scope for the study as well as the research methods used. The second chapter presents the theoretical background to the empirical analysis, inferences and proposals in the subsequent chapters.

1.5.0 Data collection methods

The data for this study were from two sources that is the primary and secondary sources using questionnaire method principally.

A reconnaissance survey of the area was conducted, with the aid of the base map in order to determine the nature and location of commercial places within the study area and also to gather relevant information that was used in design of the questionnaire.

The primary source, which is mainly empirical studies, is largely field work and interviews. This includes data relating to the physical conditions of commercial places. A comprehensive questionnaire to cover name, types and retail functions of all the commercial places was also designed and applied. However for in-depth study of the commercial area relating to its physical and socio-economic characteristics of traders and shoppers. Some retail outlets were considered as case study.

The secondary source, included reference to relevant literature, published and unpublished materials, Journals, Text and Statistical records from where useful information were obtained.

Lastly relevant government officials were visited to discuss and check survey findings and figures.

1.5.1 Data analysis

The collation and analysis of data are manually processed, except where it becomes very necessary to use the computer. The use of charts and figures was employed for proper illustration of results of data analysis.

The problem faced and created by the commercial outlet are visually illustrated by means of field photography, plans and

diagrams.

1.6 BACKGROUND OF THE STUDY AREA

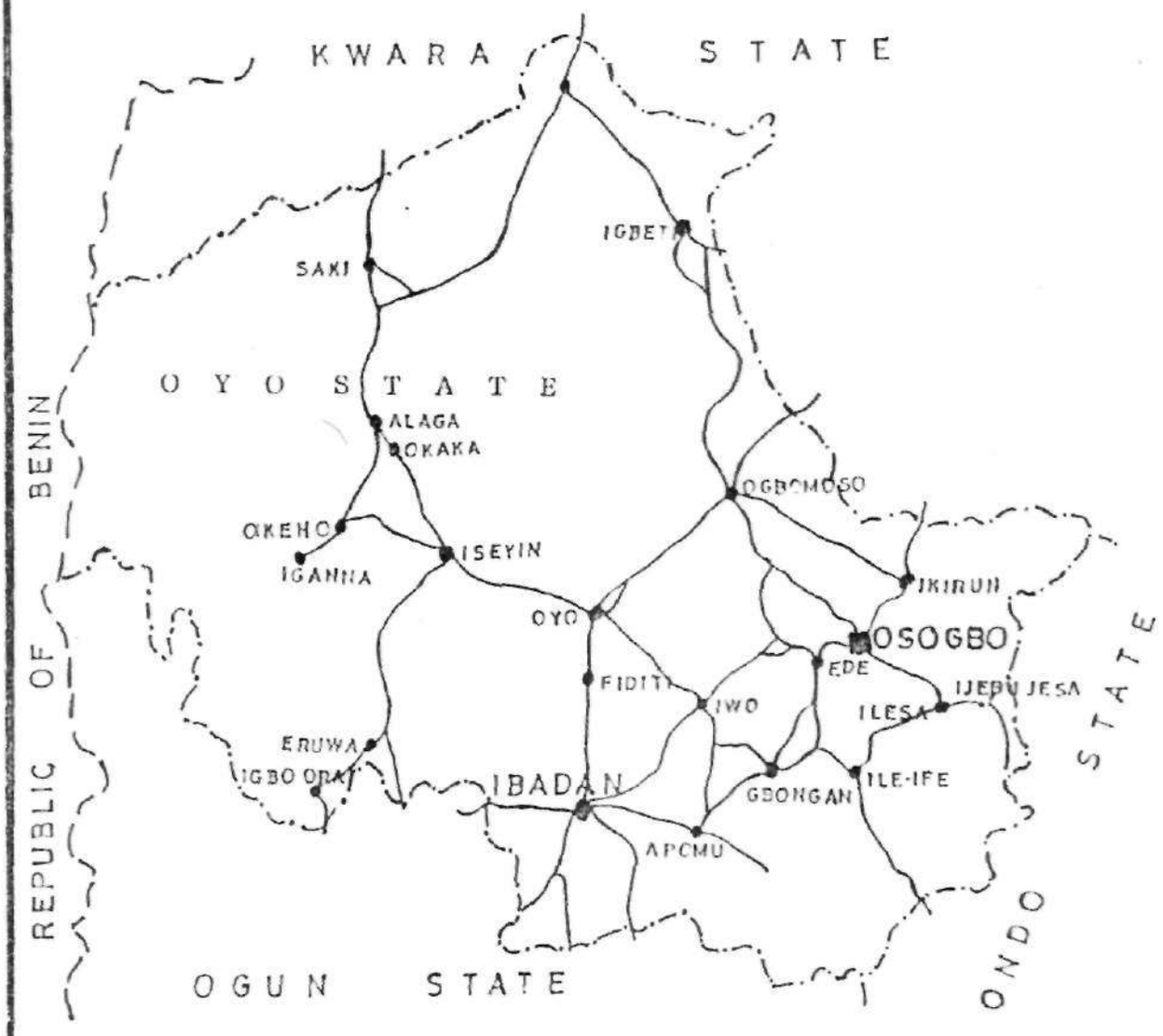
1.6.1 Geographical location of Osogbo

Osogbo is a traditional Yoruba town some 96km North East of Ibadan, and about 220km from Lagos. The town is situated between latitude 7^0 45' and 7^0 48' North of the equator and longitudes 4^0 32' and 4^0 35' east of meridian.

1.6.2 Population

Osogbo has been experiencing a relatively much faster steady population growth rate than any other town within it's region over the past decades and most especially after the establishment of colonial administration in Nigeria. The first overhead count in 1911 put its population at 59,821, but by 1952 the population figure for Osogbo was 122,698 showing an annual percentage change of 8.69% and by 1963 the population figure reveal an annual change of 4.02%. However 1991 National Census put the population at 297,317 (see table 1.1).

REGIONAL SETTING OF OSOGBO



KEY

OSOGBO

OTHER TOWNS

NATIONAL BOUNDARY

STATE BOUNDARY

ROADS

SOURCE OYO STATE SURVEY

FIG. 1.4

SCALE 1:1,000,000

Shittu A.I
MSc URP
Thesis

TABLE 1:1 POPULATION FIGURE OF OSOGBO 1952 - 1991

YEAR	POPULATION	% CHANGE
1952	122,698	
1963	208,966	+ 4.02
1991	297,317	-

SOURCE: National Census

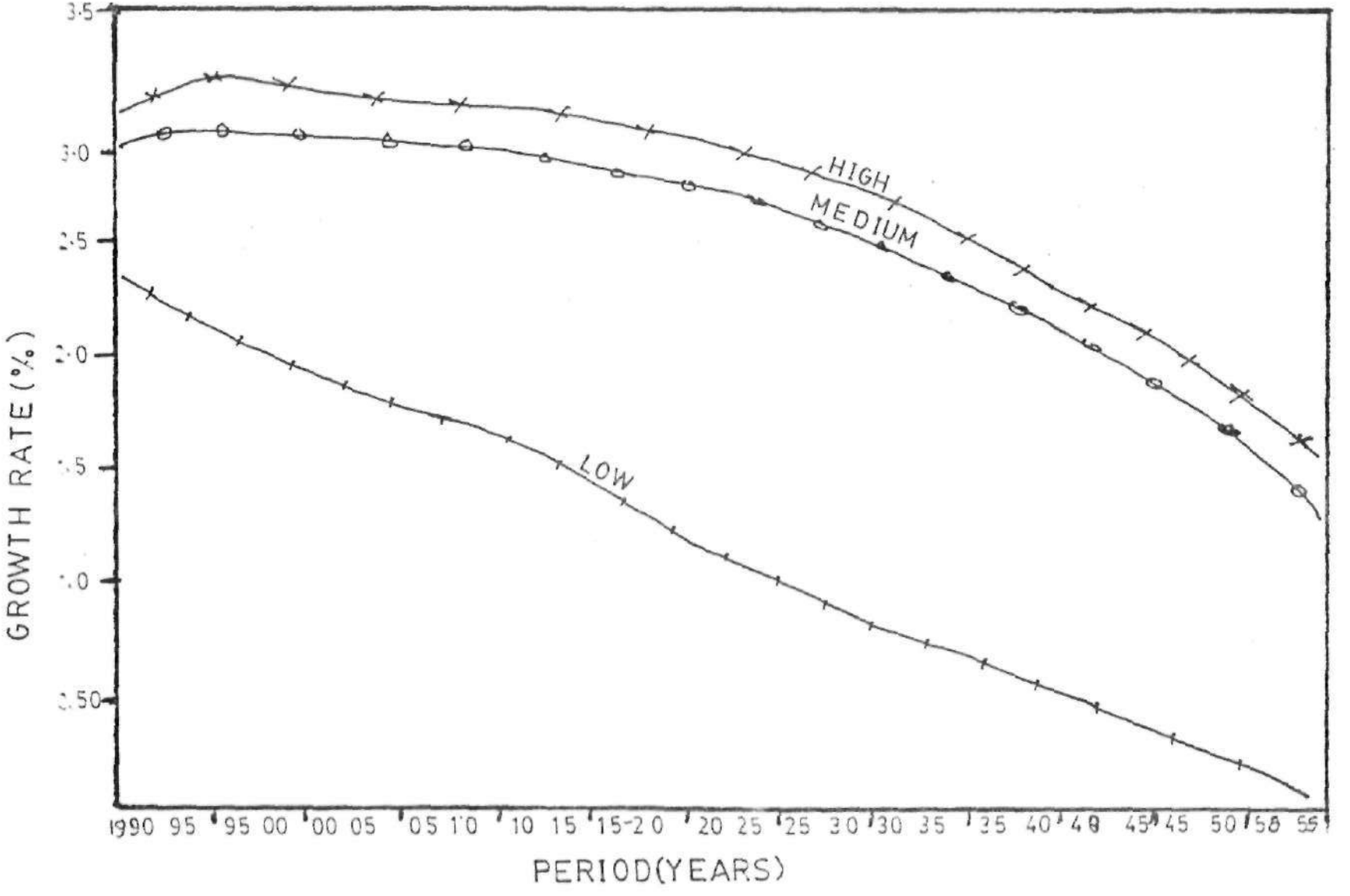
Using the projected average growth rate as given by National Population Commission in fig 1.3, Osogbo by 1996, 2001, 2006, 2011 and 2016, will have an average growth rate of 2.8%, 2.8%, 2.71% and 2.67% respectively (see table 1.2). Putting the projected population of the town at 341,339 and 584,112 by 1996 and 2016 respectively.

TABLE 1.2 PROJECTED POPULATION OF OSOGBO 1996 - 2016

YEAR	PROJECTED POPULATION	RATE
1996	341,339	+ 2.8
2001	391,879	+ 2.8
2006	447,935	+ 2.71
2011	512,010	2.71
2016	584,112	2.67

SOURCE: Author Projection Using Medium Growth Rate

The above population figures have severe implication on the commercial activities and physical environment in general. For increase in population invariably leads to increase in demand for



SOURCE: NPC 1991

FIG. 1·5 PROJECTED AVERAGE GROWTH RATE % IN NIGERIA (ALL VARIANTS)

residential, commercial and infrastructural facilities to be provided. But inspite of increasing population couple with increase demand for commercial facilities. The physical extend of the main commercial outlet in the town still remain the same.

CHAPTER TWO

2.0 THEORETICAL BACKGROUND AND LITERATURE REVIEW

2.1 THEORETICAL BACKGROUND

Central place theory and general interaction theories have provided the major frameworks for macro studies in planning commercial area. These theories which have been used in more detailed description and specifications about the location and sizes of commercial facilities are built on the premise that a population distributed over space, has needs for consumer's goods. According to Davies (1976) these are predictable and result in a regular pattern arising from a system of regular interaction of consumers and centres determined by economic and cultural values. From this emerge the concept of threshold and Range of Goods.

Christaller's, Threshold concept, which is an economic concept, determines that minimum amount of population or purchasing power that will support a centre or business activity. The concept of range of goods is a spatial concept and determines the maximum distance consumers will be prepared to go in order to buy a good offer for sale at a particular centre before going elsewhere.

The two concepts specify the estimated population to be served and the distance from residences by various types of commercial establishment. This prompted Onokerhoraye (1982) to conclude by saying "we can in simple terms conveniently say that planning standards derived from the central place theory as far

474499

as demand for and location of commercial facilities is concerned; consist of estimates of population required to support a particular type of commercial centre (Threshold population) and estimates of distance which people are ready to cover to buy a good offers at a centre (Range of Goods)" see table 2.1 below).

TABLE 2.1

POPULATION TO BE SERVED AND DISTANCE FROM RESIDENTIAL AREA BY DIFFERENT COMMERCIAL ESTABLISHMENT

TYPE OF COMMERCIAL DEVELOPMENT	DISTANCE IN KM FROM RESIDENT	POPULATION RANGE TO BE SERVED
Convenience shops (4 - 6 in a group)	0.4 - 0.53	500 - 1,000
Market i) minor	0.8 - 1.6km	10,000 - 20,000
ii) major	3.2 - 6.4km	50,000 and above
Departmental store		
i) small	1.6 - 3.2	10,000 - 30,000
ii) large	8 and above	50,000 and above
Banks and other Commercial Centres	1.6 - 6.4	15,000 - 40,000

SOURCE: Vagales (1972) Manual Space Standards for Urban Developt in W./Nigeria.

Garrison and Berry (1963) in their study of American cities provided a theoretical framework for an understanding of the factors that underlie the size and distribution of centres in cities. Using the Range of goods and threshold population concepts of Christallier's central place theory, they deduced that hierarchy of commercial centres and functions exist within a city, because different commercial functions have different demand levels. Also consumers spend differing proportions of their income on different goods and services and purchase them with different degree of frequency.

Consumers travel only short distances for frequently, demanded goods and services, such as meat and grocery, and longer journeys are made to purchase less frequently demanded goods e.g furniture or other goods found in specialized centers. Hence low threshold for high frequency functions are found in lower level centres, whereas high threshold, low frequency functions are found in higher order centres serving larger trade area.

Proudfoot (1967) therefore concluded that retailing in American cities have at least five hierarchy, which are; the isolated store clusters, the Neighbourhood Business street, community centre, regional shopping centre and the Central Business District.

In Britain, most of the urban planning studies have shown some conformity to the five hierarchy of shopping centres as for American cities (Burns 1969). Accordingly, planners have used the terms local centres or subcentres, Neighbourhood centres, district centres, regional centres and Central Area or Main centre (see table 2.2 below)

TABLE 2:2

TRADITIONAL PLANNING NORMS FOR SHOPPING CENTRES IN BRITISH TOWNS

CENTRAL AREAS	Population of 150,000 is required to support district centres in surrounding areas.
Regional Centres	These are normally found only in conurbations and represent former town centres that have been absorbed into wider urban area.
District Centres	The relate to a catchment area of 30,000 and contain about 100 shops in order centres.
Neighbourhood Centres	These relate to a catchment area of 10,000 and contain about 35 shops.
Local or sub centre	These vary from isolated corner stores to small local parades and cater for a population of 500 - 5,000.

SOURCE: Ross L. Davies Marketing Geography (1976)

Afam (1963) states that India displays the same five basic constituents of retail structure that have been described for American cities. The only sharp contrast, is that the larger percentage of the neighbourhood business centres in India, just as in Nigeria, is the municipal food market, with shops forming a complementary adjunct. However Afam was of the opinion that the character of the shopping centres varies with the income structure and cultural attributes of the population served.

Okoye (1985)submits that the structure of the commercial areas in Nigeria city comprise the following in hierarchical order.

- The central Area, which consist of the main market and the adjoining shopping area.
- The outlying nucleated retail area. This consists of the neighbourhood market with their ring of stores, located in the residential area.
- The road side shopping belt. These are ribbon like development of shops along the major streets that lead away from CBD, and
- The Neighbourhood store clusters. These are group of stores developed within the residential areas along other streets apart from the one leading to the central area, and usually broken up into clusters by non retail area mostly residential.

Okoye observed that retail area generally in Nigeria cities have all grown up organically, with little or no planning. He then concluded by emphasising the need for comprehensive spatial planning of the retail areas, so as to make for more efficient functioning of the system.

Also Gibbered (1959) approaches the issues of hierarchy by classifying commodities into three broad categories. These are convenience, Demand and Impulse goods.

The convenience goods according to him, are the essential day to day goods that have to be bought frequently, as most of them are perishable and consumed quickly. The demand good, on the other hand are those which are for the most part necessities, but which are not purchased at frequent or regular intervals by households e.g furniture cloths e.t.c. Luxury goods, are those

which are bought suddenly on the impulse, goods which the purchaser often had no intention of buying. These are mainly articles like jewellery, perfumes and other luxury items.

The combined result of the above according to Christaller's theory is that centres engaged in convenience trade become densely distributed over the landscape, since they can survive from the frequent visit of a small local population. Centres that engage in demand and luxury goods, become much more widely dispersed, since they can survive from the occasional visit of a larger non local or urban population (see fig 2:1)

From the above review we could easily conclude that central place theory dictates that consumers will always visit the nearest centre to them which offers the goods that they require. Although these may sometimes occur in isolation, they are more often grouped together with other like business to form distinct types of business complex. They may either be compact shopping centres in the middle of residential areas, linear distributions of businesses alongside major roads, or special district found inside the main centre or central area.

Studies by physical designers have ended up with suggestions on the pattern and concept behind the design of commercial centres. According to Gibbered (1959), the various categories of goods are sold through the market, the shopping street, the department store and the precinct.

Gibbered also defines the market as the oldest form of shopping centre, consisting of series of stalls or booths arranged in rows in an open or sometimes a covered space around

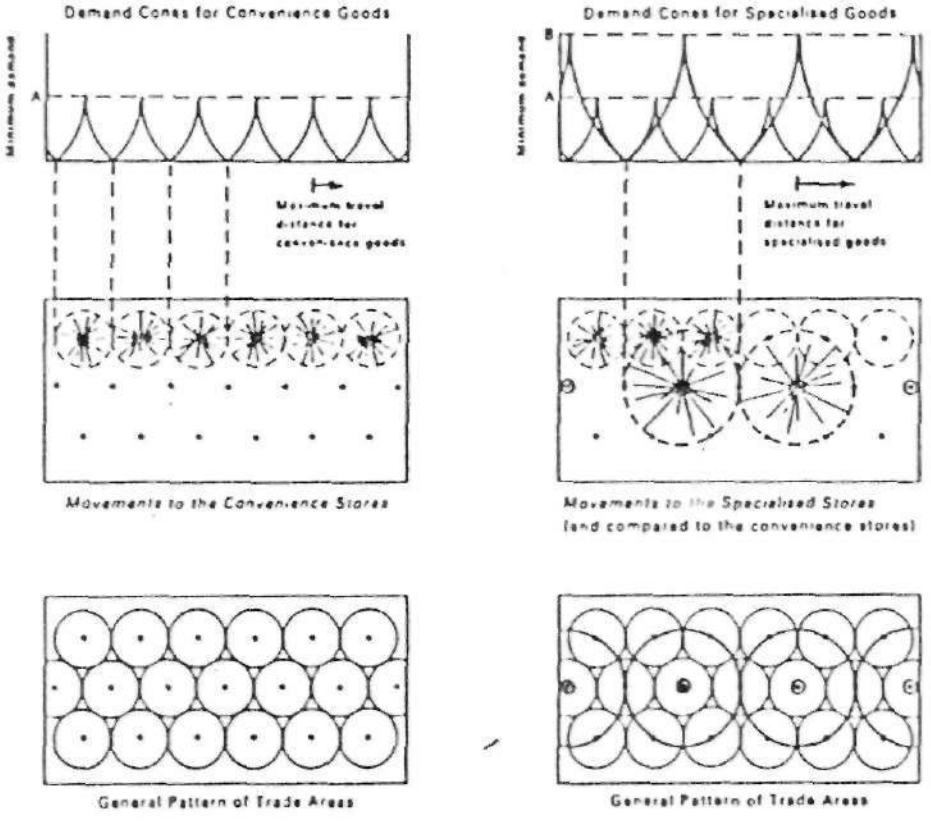


FIG. 2·1 *The process involved in the development of equi-distant business firms and their trade areas.* It is assumed that there is perfect competition within the idealised landscape and each of the two types of stores shown conduct similar lines of trade. The relationship between the level of demand for convenience versus specialised goods and the distances consumers are prepared to travel for them dictates the relative locations of firms and the overall sizes of their trade areas.

which the patronizer can circulate. Although circulation is in theory a lineal one, frequent spaces are left between the rows so that the shopper can cut across from row to row thereby setting up a gyratory movement (see fig 2:2). Since the shopping activity is essentially a pedestrian one.

The shopping street which developed through the old market stalls becoming permanent structures was the most popular form of shopping space in Europe. According to Gibbered (1959) consists of a street bounded on both sides by shops which have show windows and entrance doors at the back edge of the pavement and storage space and goods access at the rear facing a service way or road (see fig 2 :3). For tradesman preferred his shop to be on a busy traffic route and the shopper liked to be able to park in front of the shop of his choice.

The departmental store which might be likened to different kinds of shop under one roof, has both the characteristics of both market and of the shopping street. As the store is a series of shops, the customer is not limited to a particular range of good. The internal display functions in the same way as the stalls of the market, for the goods can be seen and handled at close quarters, but with the shop's advantage that they are under cover and movement within may be gyratory, as in the market (see fig. 2:4).

In recent time, it is noticed that the density of traffic is greater in commercial area than the available waiting bays. This has resulted in traffic hold up along road leading to commercial centres and shopping street. The accepted solution proposed by

CONCEPTUAL SKETCH OF MARKET

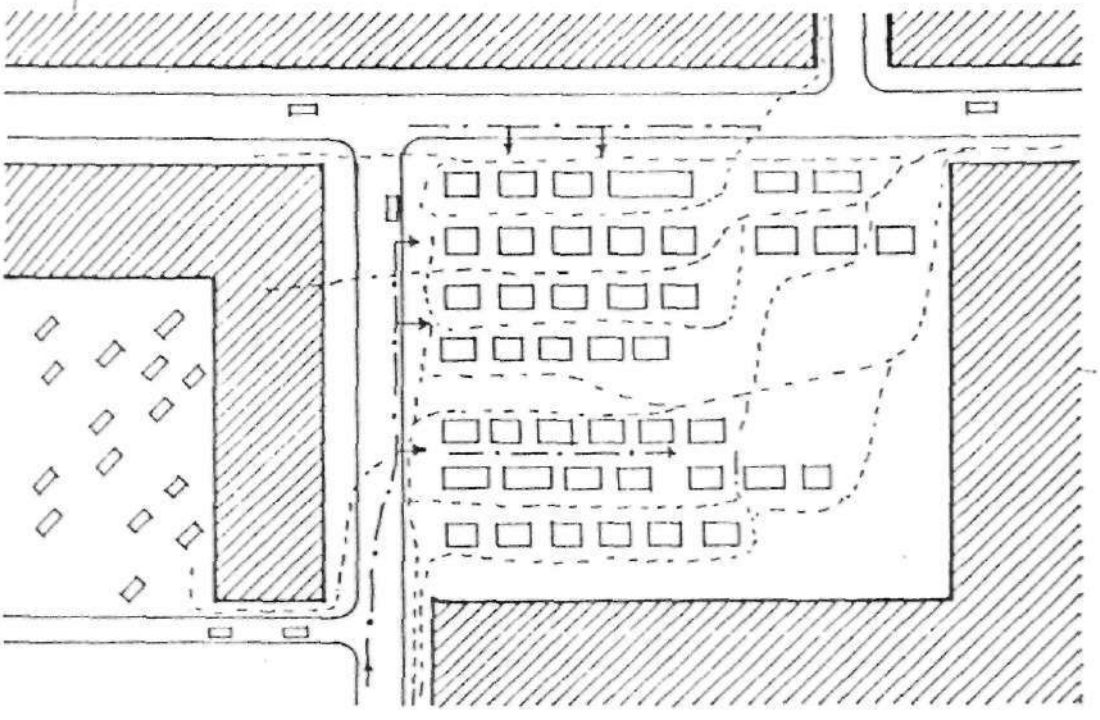


FIG. 2.2

KEY

Shops

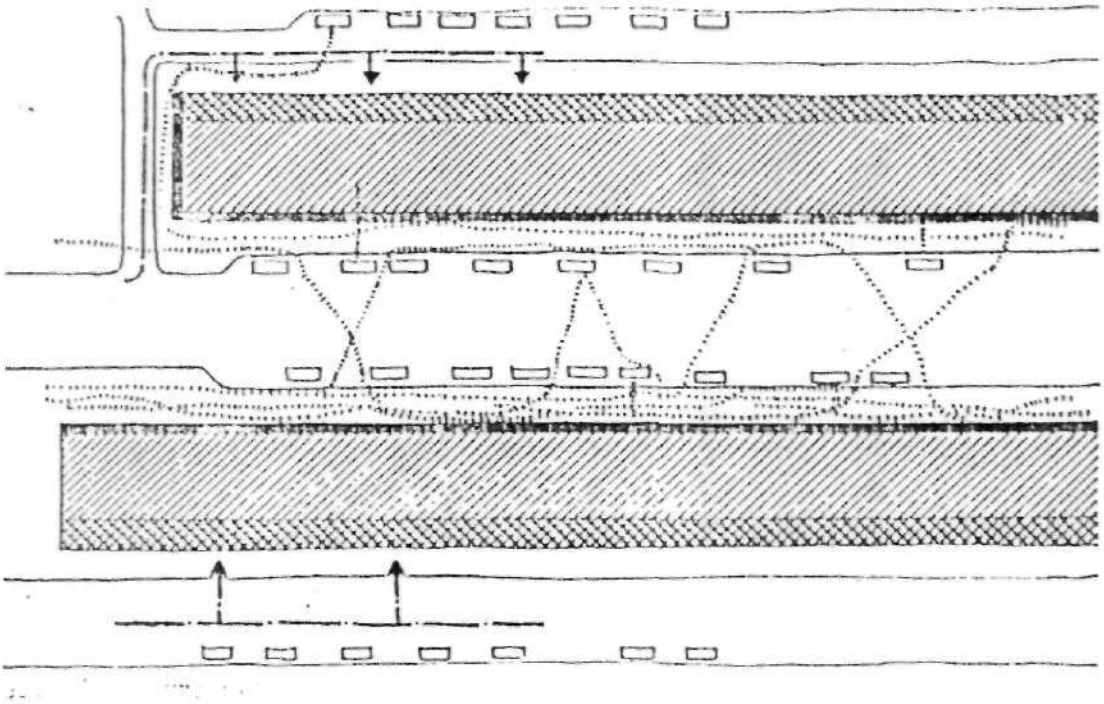
Cars

Market stalls

Service routes

Pedestrian circulation

Source: Town Design, by F. Gibberd



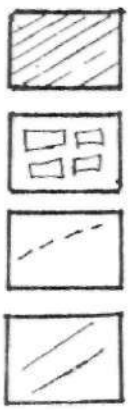
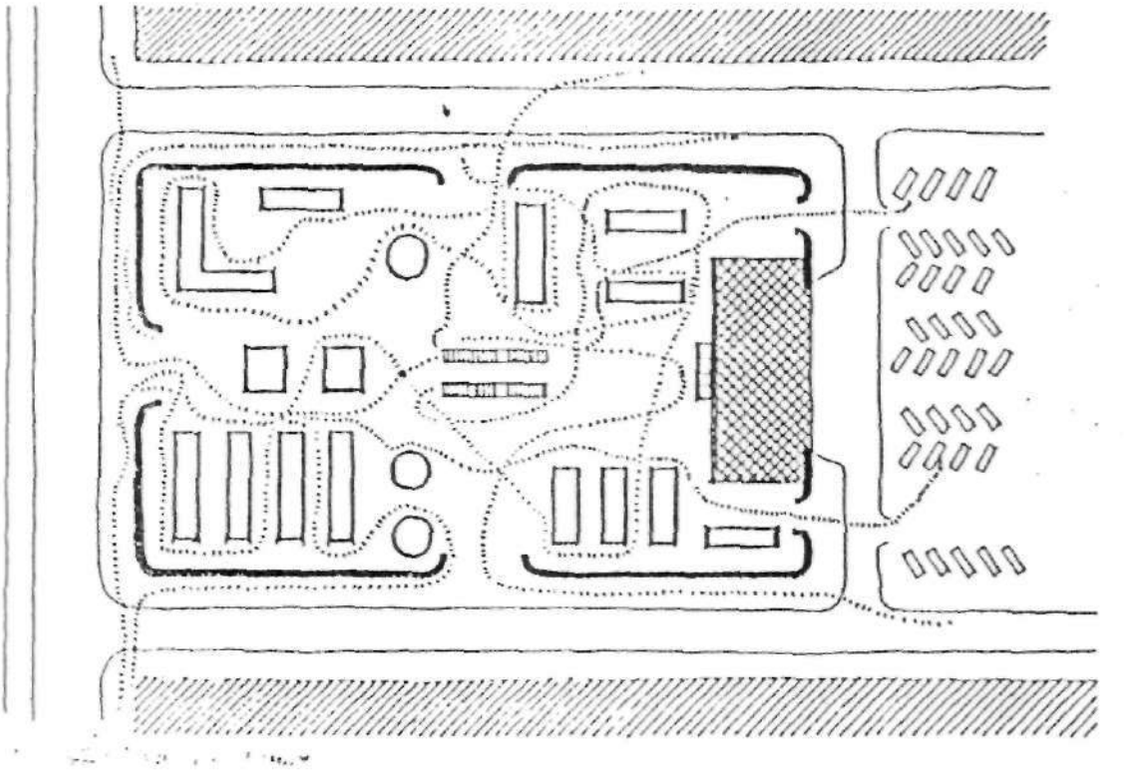


FIG 2-3 CONCEPTUAL SKETCH OF SHOPPING STREET

Source: Gibberd



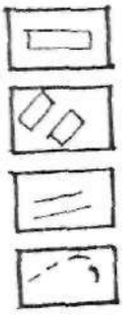


FIG 2.4 CONCEPTUAL SKETCH OF DEPARTMENTAL ST(

Source: Gibberd

Gibbered is to remove motor car altogether and pave the space over to form a precinct. The precinct concept on the other hand tries to relate shopping area to parking and vehicular circulation, in and around commercial areas.

At present it takes three broad forms, these are alleys which have not been wide enough for vehicles; shopping street closed to wheeled vehicles, and precincts designed as such from the on set (see fig. 2:5).

Davies (1972) writing also on the precinct proposed that roads for both private and service vehicles should be on the periphery of the precinct and service bays are provided to the shops. Numerous short cuts are made between the building to connect the car parks to the shopping area (see fig 2:5). Hence there is complete isolation of vehicular traffic from the commercial activities zone by providing adequate parking spaces at every side of the commercial area.

Another type of precinct as recommended after a study undertaken by the distributive trades EDC (1972) suggested siting of access from carp parks at the disposition of magnets which may be a department stores, and says that the access should be narrowed to encourage impulse shopping (see fig. 2.6).

Lewis Kebble also discusses the precinct and sets out two main layout types which could achieve pedestrianization of the shopping area using the inner ring roads. This is illustrated in figure 2.7).

Gillian Pain (1967) was of the opinion that although the financial capabilities of a particular society influenced

LIBRARY

A CONCEPTUAL SKETCH OF SHOPPING PRECINCT

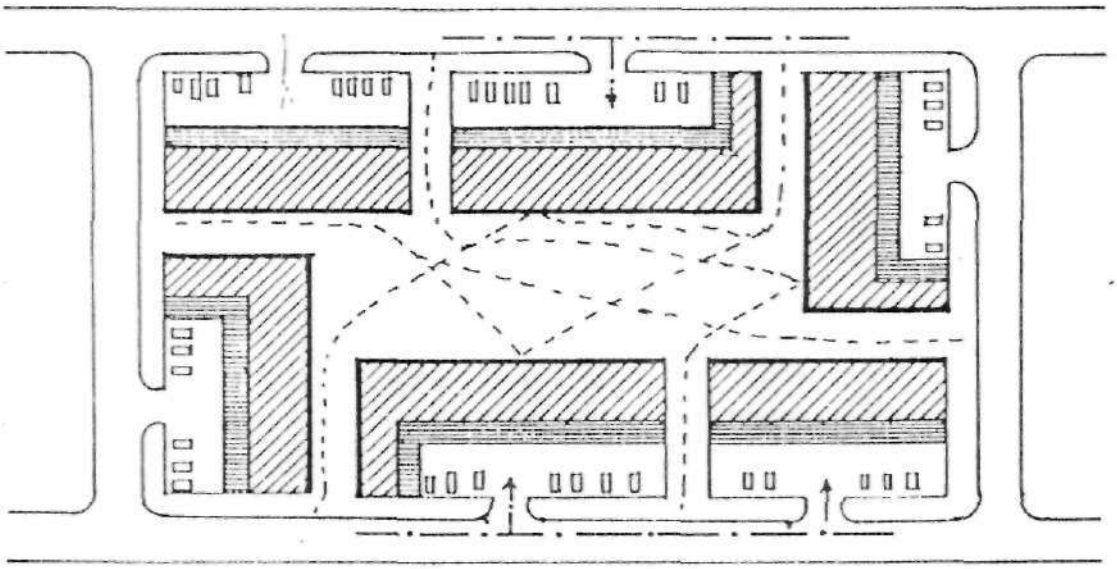


FIG. 2.5.

KEY

Shops

Service area

Cars

Display window

Service route

Pedestrian circulation

Source: Town Design, by F. Gibberd

A CLUSTER MALL WITH A CENTRALLY LOCATED MAGNET

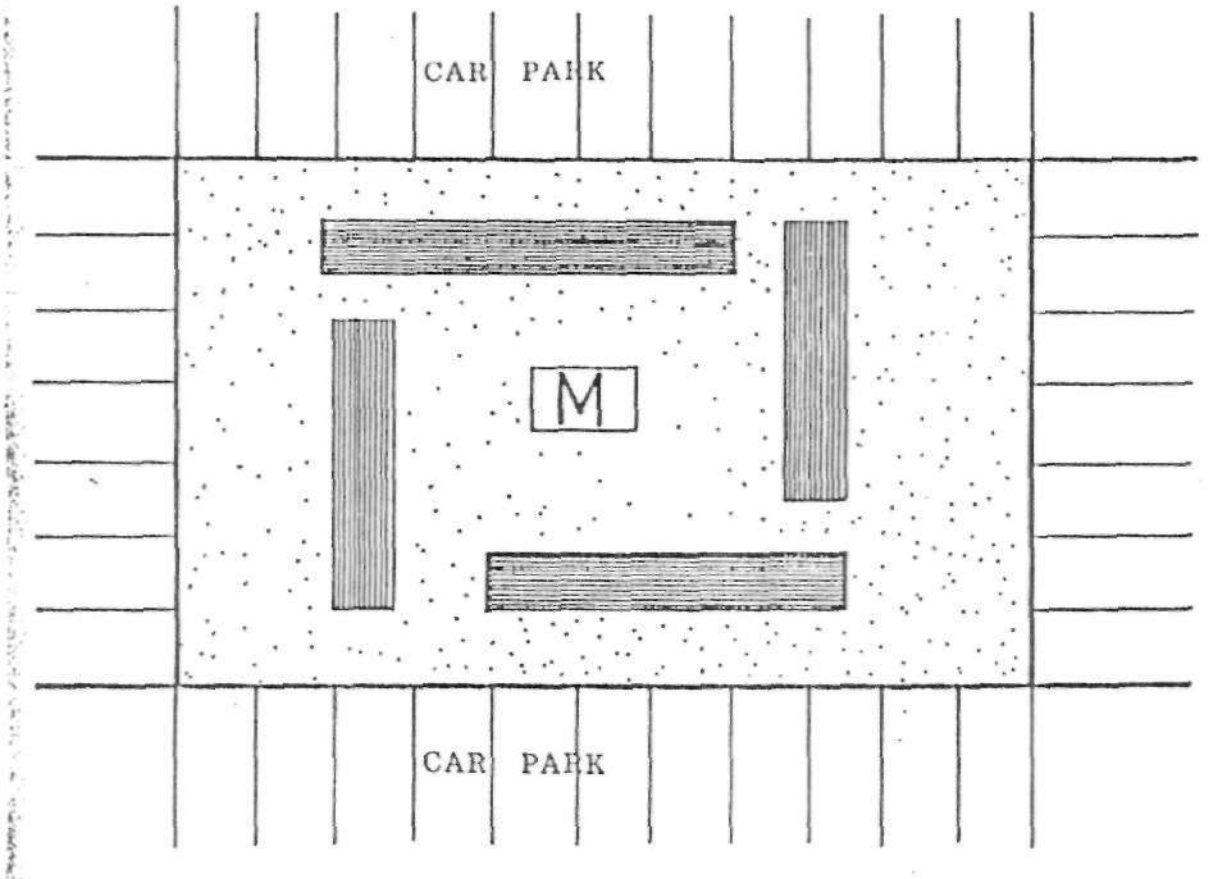


FIG. 2.6

KEY

Car parks

M Magnet.

Rows of shops.

Pedestrian mall

SOURCE: Victor&Larry, Shopping Towns in USA.

CONCEPTUAL SKETCH OF PRECINCT

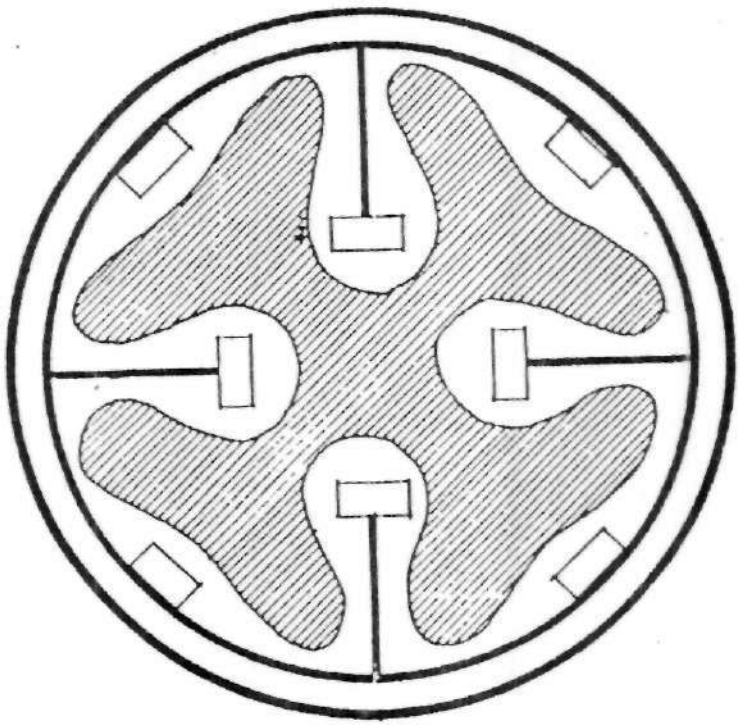


FIG. 2.7

An inner ring road with roads running inwards and terminating at inner cul - de - sac .

Source : Lewis Kebble.

planning and design concepts, precinct forms the basis of design planned to create horizontal segregation of vehicles and pedestrians in commercial areas.

2.2 LITERATURE REVIEW OF COMMERCIAL PLANNING IN NIGERIA

Vagale (1974) made a pioneer work as regards Design principles and standard for planning commercial areas in Nigeria. In his work he classified in hierarchical manner commercial development in Yoruba cities as follows:

a) Convenience or corner shops

b) Markets (this could be local or town level daily or periodic)

c) Trading streets

d) Departmental stores

e) Commercial offices or establishments

f) Banks, cooperative societies e.t.c

In a similar study in Ilorin, Onakehoraye (1982) examined planning standards, which according to him were evolved from review of planning literatures, national and state development plans and urban master plans in Nigeria. This he hoped will provide the conceptual background to the analysis of the existing as well planning for the future provision of commercial facilities in Nigerian cities.

Some of those standards proposed by Vagale and reviewed by Onakehoraye are as follows:

i) Commercial area space requirement for city by sie, population and functions

This gives the percentage area that may be devoted to commercial development by population size and funcion of town.

TABLE 2:3

COMMERCIAL AREA BY SIZE AND POPULATION

Size of town	Population	Commercial area as % of total developed area
Small	Below 50,000	2.0 - 3.0
Medium	50,000 - 250,000	3.0 - 4.5
Large	Above 250,000	4.5 - 6.5

SORUCE: Vagale (1972)

TABLE 2:4

COMMERCIAL AREA BY FUNCTIONS OF TOWNS

Functions	% Of Area For Commercial Activity
Industrial town	3.5 - 4
Mining town	2 - 3
Transport town	2.5 - 3
Port town	5 - 6
Commercial town	6 - 7
State/Local Govt. Headq, Administrative towns	3 - 4
Multifunctional town	2 - 3

SOURCE: S.K. Kulshrestha (1972)

ii) Site area and coverage of Commercial Establishment

This specifies the minimum amount of land area that should be allocated to different types of commercial centres that

characterise most Nigeria urban areas, and also the percentage of what should be built up (see table 2:5)

TABLE 2.5

SITE AREA AND COVERAGE

Types of Commercial Development	Site Area (Ha)	% Coverage
Convenience shops	440m2 - 667m2	25 - 30
Market a) small	0.8 - 1.2	30 - 35
b) large	4.3	25 - 30
Departmental store		
a) small	0.2 - 0.3	30 - 40
b) large	0.8 - 2.0	30 - 35
Commercial offices	varies	25 - 30
Banks	0.4 - 1.2	30 - 35

SOURCE: Mobogunje (1964)

iii) Land allocation in a Commercial Area

He also specified the recommended proportion in percentages of land allocation to various activities within the commercial centre (see table 2:6 below)

TABLE 2:6

LAND ALLOCATION IN A COMMERCIAL AREA

Land use	% of Developed Area
Shops/stall	30 - 40
Organised open space	15 - 20
Utilities, services and facilities	10 - 15
Street, walkway parking lots	15 - 20
Other uses	10 - 12

SOURCE: Vagale (1972)

iv) **Set Backs**

Depending on the type of commercial development and the hierarchy of the abutting road, sufficient set back of commercial buildings and structures from the centre lines of the abutting roads are recommended (see table 2:7 below)

TABLE 2:7

SET BACKS OF COMMERCIAL DEVELOPMENT FROM CENTRE LINE OF ABUTTING ROADS

TYPE OF COMMERCIAL		Set Backs in Metres		
Development	Major Road	Collector Road	Local Road	cul-de-sac
Convenience shops	-	-	3 - 4	3 - 3.5
Markets	-	3 - 4	3 - 4	-
Department stores	4 - 5	3 - 4	-	-
Commercial establishment	4 -5	3 -4	-	-
Banks	4 - 5	3 - 4	-	-

SOURCE: Vagale (1972)

v) **Commercial Density**

That is the number of commercial employees per unit of commercial area. According to Onakehoraye (1982) in developing countries the average density is 52 employees per hectare, however the adopted density in Nigeria is 40 employee/hectare.

vi) **Shopping Area And Shopping Density**

This specifies, population per shop in commercial centres outside the traditional market places and the number of persons per stall in market places. For every person in a town or city

is supposed to have a shop or stall where he/she does his/her purchases. However this density decreases from the city centre to the housing unit.

However the shopping density recommended for Nigeria is one shop per 100 people, and one market stall for 40 person. (Arinze 1976).

vii) **Parking Space**

In order to avoid on street parking and ensuring a high degree of safety in and around the commercial areas, an estimated number of parking space per hectare of site area to be provided depending on the type of commercial establishment, Onakehoraye then recommend number of parking space per hectare of site area (see table 2.8 below)

TABLE 2:8

NUMBER OF PARKING SPACES PER HECTARE OF COMMERCIAL DEVELOPMENT

TYPE	NO OF PARKING SPACES PER HECTARE OF SITE AREA
Market	
i) minor	20 - 30
ii) major	30 - 40
Department stores	
i) small	30 - 40
ii) large	40 - 60
Commercial offices	30 - 40
Banks	40 - 60

SOURCE: Vagale (1972)

viii) Utilities and Facilities in Commercial Area

According to Onokehoraye (1982), Water, Toilets and Solid waste collection facilities are essential to satisfy the needs of buyers and sellers alike. For instance water supply is required in commercial areas for drinking, cleaning and fire fighting purposes. Hence 24 to 40 litres per person per day or alternatively one standing pipe per 250 to 300 traders and customers at an interval of 75m to 90m in a traditional market.

Also one dry refuse receptacle with a capacity of 1 to 1.5 cubic metre is specified for every 10 to 15 shops. There is also a need according to them for a central collection point where all garbage of the commercial centre is collected and conveyed to the garbage disposal site.

As regards toilet facilities, the number proposed depends upon the type and size of commercial development. In a traditional market one water closet per 125 to 150 sellers and buyers alike, while in case of department stores, banks and other commercial offices it is 1 Water Closet for 15 to 20 employees.

Onokehoraye summarises that the question that arises from the review of planning standards is "to what extent are the planning standards identified with respect to various commercial outlets in Nigerian cities conform with their present situation". To this he observed that physical planning is virtually absent in both types of commercial outlets. For the traditional market places are congested and lack adequate infrastructural facilities, while the modern commercial districts are allowed to develop haphazardly on their own.

Kumuyi (1987) made an attempt to highlight the major problems responsible for the present condition of commercial area in Nigerian urban centres. Squatting, illegal conversion of residential and other buildings to commercial uses, unguided development of commercial areas are some of those problems identified. He was also of the opinion that while the traditional market places, face the problem of restricted space allocation and lack of infrastructures. The modern commercial district represented a more rational use of space. However the major factor responsible for their deteriorating condition was the increasing violation of the landuse plan resulting from encroachment and other abuses.

2.3 SUMMARY

In this chapter, an attempt was made to review the basic theoretical framework embracing planning standards relating to the provision and spatial distribution of various types of commercial development in Nigerian cities.

However, a critical look at the above concepts, standards and practice, one may ask to what extent it is possible to generalised planning problems, and the extent to which planning decision is unique. Since concepts and standards are inevitable generalisation and planning problems occurs in unique situation. This is not suggesting that all planning concept and standard should be abandoned and every planning problems be approached from first principles everytime. But planners should be aware of the influence of the local settings which may sometimes

invalidate partially or in totality, some of the assumptions of such concepts and standards.

The question that arises from the above observation, as far as the present study is concerned, is to what extent are the planning concept and standard reviewed from literature conform with the present situation of commercial development in Osogbo.

3.0 NATURE AND PROBLEMS OF COMMERCIAL AREA OF OSOGBO

PREAMBLE

The chapter which started with the appraisal of existing land use of the study area, focusses on the nature, form and spatial distribution of traditional market places as well as those of modern commercial districts. This is with a view to identifying their problems and planning implications.

3.1 APPRAISAL OF EXISTING LANDUSE

Osogbo like some traditional Nigerian cities is bifocal city centre comprising of an old (indigenous) and new residential neighbourhood area which are distinctly separated from each other (see fig. 3.1). The old residential neighbourhood comprising of Jagun Oluode, Isale Osun, Bale Gbomi, Oke Bale and Balogun, grew concentrically around its traditional centre, Kings Market, the palace and the central mosque. While the new residential neighbourhood comprising of Alekuwode, Ayetoro, Agowande to mention but a few, grew concentrically around the central business area, and linearly along the main road, from Gbogan - Ikirun express by passing Osogbo town. Although the proportion of the total developed urban land devoted to residential area in Osogbo has declined remarkably, compared with the pre-colonial pattern, however it is still the predominant land use. It covers about 968.7 hectares which constitutes about 64.07% of the total

built up area of 1512.0 hectares.

Commercial activities which covers about 34.0 hectares of developed area are mainly concentrated in the two main city centre, and along major roads that radiate from the town centre, thus forming linear commercial centres. The most important of these axis are station road, Sabo road, Okefia road and Ayetoro road (see fig. 3:1). In the older part of the town traditional market places provide commercial centres for the vast majority of the people, while shops and shopping complexes own by private and cooperate organisation serve the new residential neighbourhood.

Basic industries in Osogbo include the Osogbo steel Rolling Mill, Machine tool, Obelawo (PVC) Pipes Industries, PEEBEE Nigeria Ltd. Niyi Ibikunle textile Limited, EMIDSON, to mention but few. Most of which are located at the outskirt of the town mostly along Ikirun and Ibadan Osogbo road. Survey conducted revealed that there are two Sawmill located at Ale Kuwodo in addition to other service industries, such as Bakeries mechanic garages and blocksmith, which are unevenly distributed within the town. Industrial activities covers 52.5 hectares; that is about 3.47% of the developed land area (see table 3:1)

OSOGBO LAND USE MAP



Notation

Y.C.	Youth Centre
MK	Market
LGS	Local Govt. Secretariat
S H	State Hospital
P L	Public Library
SS	Secondary School
S	School
PS	Primary School
M	Mosque
C	Church
N.P.S	Nursery Primary Sch.
C M	Cemetery (Army)
P.O.	Post Office
H	Hospital
B	Bank
HT	Hotel

Osogbo Land-Use Analysis

LAND-USE	AREA IN HECTARE	% OF TOTAL
Residential	968.7	64.07
Commercial	34.0	2.25
Industrial	52.5	3.47
Public & Semi Public	219.4	14.51
Open Space	66.7	4.41
Circulation	170.7	11.29
Total	1512.0	100.00

SCALE: 1:25000

N

FIG. 3.1

Source: Osogbo Local Planning Authority & Field Survey

Shittu A
MSc URP
Thesis

TABLE 3:1

OSOGBO EXISTING LANDUSE ANALYSIS

TYPE	AREA IN HECTARE	% OF TOTAL
Residential	968.7	64.07
Commercial	34.0	2.25
Industrial	52.5	3.47
Circulation	170.7	11.29
Public/semi public	219.4	12.51
Open space/Reservation	66.7	4.41
TOTAL	**1512.0**	**100.00**

SOURCE: Field Survey

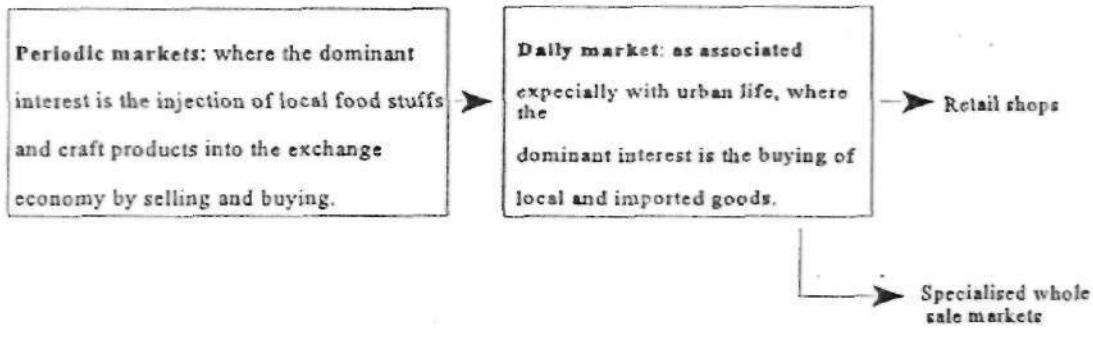
From the above use analysis circulation covers about 11.29% of the total developed land area. Showing that Osogbo like any other indigenous town is well served by a radial network of primary roads. Most of the roads are two lanes, they are neither paved nor properly maintained except the Ayetoro, Oke fia and the Ayetoro Ring road, which by the time of conducting the survey are in good condition. Generally Osogbo township roads are in bad shape. This make movement within the town very difficult because of the bad road.

Public and semi public uses cover about 14.51% of the developed area. These comprises of government and quasi government institutions, schools and religious establishment. Survey conducted revealed that most of the public open spaces in the town are associated with schools or institution playing ground in addition to the vast area reserved for Osun shrine and railway reservation that passes through the town.

Having known some basic background information about the study area, the next chapter attempt to looking at the empirical analysis of the nature and form of commercial area in Osogbo.

3.2 OSOGBO COMMERCIAL GROWTH

In Osogbo, like any other indigenous urban centre, commercial areas have evolved organically over the years. The open market has changed from periodic to daily market and western department store systems have been introduced in the town. (see figure below).



SOURCE: B.W. Hodder and U.I Ukwu (1969)

The indigens of Osogbo were mostly farmers and craftsmen and their products were exchange for cloths, pots, beads, mirror gun powders e.t.c. Osogbo was one of the main terminals for refuges fleeing southward from the Fulanis captors. In addition Osogbo was for many years the northern terminus of the rail line that now extend from Lagos to Kano. This opened up Osogbo to large scale trading companies like UAC GBO, John Holt, thereby making it a major trading and distribution centre for imported goods and transit centre for export cash crops within its region.

It also served during the colonial era as the seat for the administrative officers of Osun, Ife and Ilesha divisions and is

presently the headquarters of Olorunda and Osogbo local Governments, in addition to its function as capital of Osun State. These have aided the growth of commercial activities within the town.

3.2.1 Classification of commercial development

Basically, commercial development in Osogbo may be categorised broadly into two; that is the traditional market places and the modern commercial district. The traditional market places consist of the main market and the subsidiary markets, while the modern commercial district consist of those commercial outlets scattered within the town. These are according to Vagale (1972) the trading streets, department stores, banks, convenience or corner shops.

Study of the commercial activity in Osogbo revealed that the two systems co-exist within the town making it imperative to take into consideration the complimentary role played by both in the analysis and future planning and development of commercial areas in the town.

3.3.0 Physical characteristics of traditional market places

A market place according to Hill (1963) is an authorised public concourse of buyers and sellers of commodities meeting at a place more or less strictly limited or defined, at an appointed time. This definition was adopted in the identification of 12 (twelve) market places in Osogbo. The survey revealed that, certain markets in the town have ceased to function over the

years as a result of decline in the economic base of the area in which they were located. Makrets in such category are "Oke bale" and Ita - Olokan markets.

3.3.1. Topology of the traditional markets

In Osogbo, there are two categories of market, the central market in front of the Oba's palace (Kings market) and the quarter markets in front of the courtyard/compounds, of quarter or ward Chiefs. The central market served not only the residents of the city but also the entire population of the kingdom, while the quarter markets provide convenience goods and personal services for the day to day needs of those within the quarter.

The field study conducted indicated that, of the 12 markets identified, only one is held both periodically and daily (new Sabo market). The remaining 11 are regular daily markets. The daily markets in Osogbo may be further classified into three types; Day markets, Night markets and Day and Night markets. This is illustrated in Table 3:2.

TABLE 3:2

CLASSIFICATION OF MARKET PLACES IN OSOGBO BY TYPE AND SITE AREA

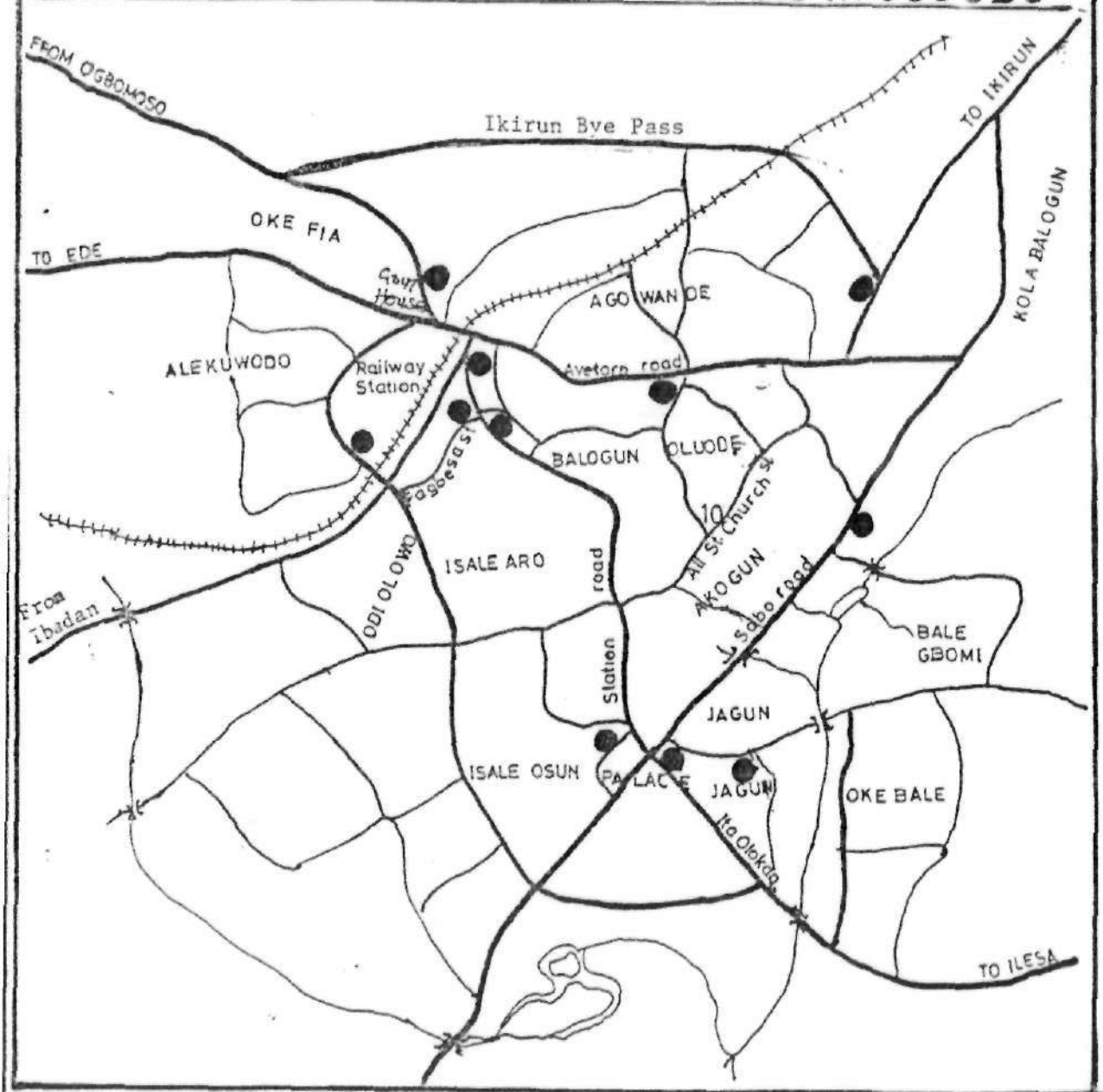
NO	NAME OF MARKET	TYPES OF MARKET				SITE AREA IN HECTARE
		PERIODIC	DAILY			
		NO OF DAYS	DAY	NIGHT	DAY & NIGHT	
1.	Adenle		x			1.56
2.	Ajebamidele				x	1.20
3.	Gbajumo		x			0.10
4.	Igbonan			x		0.40
5.	Iso pako (plank market)		x			0.76
6.	Kajola		x			0.10
7.	Newsabo	x (7 days)	x			1.00
8.	Ojaoba				x	1.80
9.	Owode		x			0.90
10.	Oke fia				x	0.86
11.	Orisunbare		x			0.89
12.	Sabo				x	0.10
	TOTAL	**1**	**6**	**1**	**4**	**9.67 hectare**

3.3.2 Location and spatial distribution of markets

The location of markets places in the town indicated that market places are well distributed within the native area of Jagun, Oluode, Okebala e.t.c. This is in contrast to the situation in the new residential neighbourhood of Alekuwodo, Kola Balogun and Agowande, where most members of the middle and upper socio-economic group reside. This is illustrated in fig. 3:2, which shows the spaital distribution of markets in the study area and indicates that market places are well distributed within those parts of the town which were largely built up during the pre and early part of colonial era. Other commercial outlets are common to the new residential district.

Also Table 3.3 attempts to relate the number of markets in each subward of Osogbo to its population. The market/population ratio varies from 2,081 persons in Ataoja E subward to 39,018 person in Balogun 'A' subward. From the same table it could also be infered that, distribution of markets by ward is uneven, in that eight (66.7%) of the twelve markets identified are located in the central wards, comprising of Ataoja A-E and Jagun A and B wards. Two daily markets are located in Ato aja A (Oja oba and Ajebamidele), five in Ataoja E (Gbajumo, Adenle, Orisun bare, Okefia and plank markets). Only one market, Kajola, is found in Jagun B subward and one each in Balogun A & B (Oluode and Igbonan) and two markets in Sabo subward (Sabo and New Sabo market) see fig. 3:2. Agowande, Kola Balogun and Alekuwodo wards have an estimated population of over 25,000 each and yet there is no single market.

LOCATIONAL DISTRIBUTION OF MARKETS IN OSOGBO



Notation

NO	NAME OF MARKET	TYPE		SITE AREA
1	Adenie (Jankara)	Daily	Day	1.[illegible] sq.ect.
2	Ajebamidele	"	Night	1.[illegible] "
3	Gbajumo	"	Day	0.[illegible] "
4	Igbonan	"	Night	0.[illegible] "
5	Iso pako (plank market)	"	Specialise	0.[illegible] "
7	Kajola	Daily	Day	0.[illegible] "
8	New Sabo	"	Specialise	1.[illegible] "
9	Oja Oba	"	Day & Night	1.[illegible] "
10	Oluode	"	Day	0.[illegible] "
11	Oke fia	"	Day & Night	0.[illegible] "
12	Orisunbare	"	Day	0.[illegible] "
13	Sabo	"	Day	0.[illegible] "
TOTAL				9.[illegible] sq.ect.

SCALE 1:25000

500 0 500 1000M'S

N

FIG 3.2a

SOURCE: Field Survey

Shittu A.F
MSc URP
Thesis

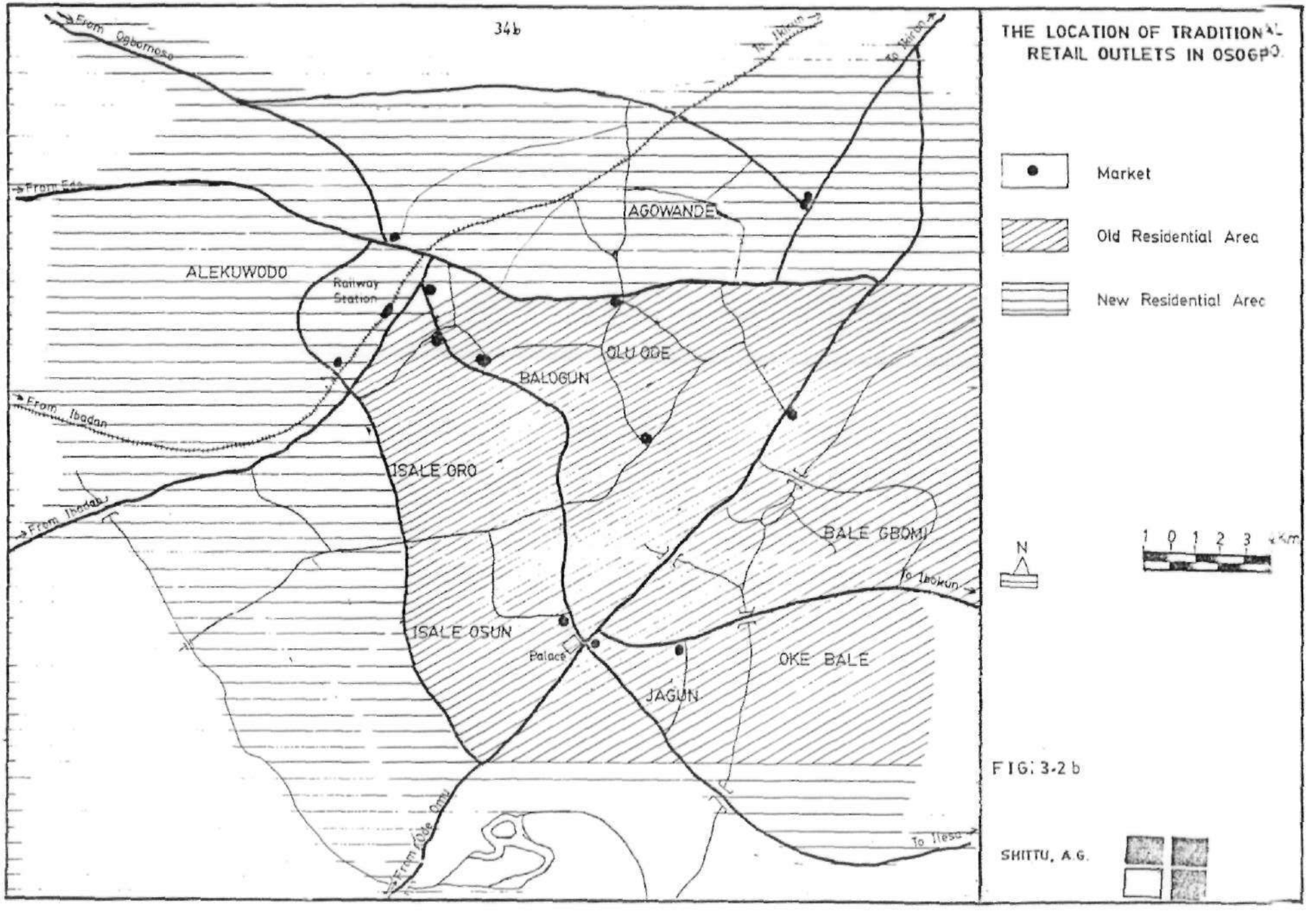

From Ogbomoso
From Ilorin
To Ilorin
From Ede
From Ibadan
From Ikorodu
To Ibokun
To Ilesa
From Ode Omu
AGOWANDE
ALEKUWODO
Railway Station
OLU ODE
BALOGUN
ISALE ORO
BALE GBOMI
ISALE OSUN
Palace
OKE BALE
JAGUN
THE LOCATION OF TRADITIONAL RETAIL OUTLETS IN OSOGBO
Market
Old Residential Area
New Residential Area
N
1 0 1 2 3 Km
FIG. 3.2 b
SHITTU, A.G.

TABLE 3:3

TABLE SHOWING THE RELATIONSHIP BETWEEN POPULATION DISTRIBUTION AND THE LOCATION OF MARKET PLACES IN OSOGBO 1996

NO.	NAME OF WARD	PROJECTED POPULATION	NUMBER OF MARKET	POPULATION PER MARKET
1.	ATOAJA A	15,066	2	7533
2.	ATOAJA B	13,888	-	
3.	ATOAJA C	13,455	-	
4.	ATOAJA D	9,470	-	
5.	ATOAJA E	10,406	5	2081
6.	BABAKEKERE B	10,190	-	
7.	JAGUN A	11,660	-	
8.	JAGUN B	9,968	1	9968
9.	AKOGUN A	11,560	-	
10.	AKOGUN B	10,433	-	
11.	OTUN JAGUN A	16,937	-	
12.	OTUN JAGUN B	10,513	-	
13.	EKETA	10,606	-	
14.	ALAGBA	13,316	-	
15.	OTUN BALOGUN A&B	38,728	-	
16.	BALOGUN A	39,018	1	39018
17.	BALOGUN B	25,065	1	25065
18.	BALOGUN C	20,872	-	
19.	EKERIN	13,058	-	
20.	ARE AGO	11,263	-	
21.	SABO	25,867	2	12934
	TOTAL	341,339	12	28,445

SOURCE: Projection from 1991 Census figure and field survey

This pattern is largely a reflection of the nature of demand for market facilities within the town. In the central wards were the population is dominated by lower income and traditional households, the demand for market for their shopping activities is high. In contrast to that is the new residential neighbourhoods such as Alekuwodo, Kola Balogun and Agowande where the vast majority of households are members of the middle and upper income groups. There the open market place is not as important as other commercial outlets in their shopping activities. Consequently, the threshold population needed for the effective functioning of market places is not available in those new residential neighbourhoods.

3.3.3 Commercial characteristics and retail functions

The number and types of establishments or trading units in the twelve market places, reflect a total of 2637 establishments or retail outlets. They are of three types; lock up shops/stall, consisting of 1162 establishments (44.07%); open shops/stalls about 11.37% (300 stores) and lastly open air trading, which total are 1175 (44.56%). Orisunbare market as illustrated in table 3.4 had the largest retail units with a total of about 423 establishments; 33 open air trading units, 390 lock up stalls, that is about 16.04% of the total in the whole market, while Gbajuma market with only about 40 establishments, (all lock-up stalls), had the least number of retail outlets. However the average establishment per market is about 220 units. Seven (58.33%) out of the twelve markets studied have establishments

below the average for the whole market (see Table 3.4). Also the ratio as regards market stall per population is very high. This is 1 stall to 234 person as against 1 to 40 person suggested by standard review in chapter 2.

TABLE 3:4

ANALYSIS OF MARKET PLACES IN OSOGBO BY TYPES OF ESTABLISHMENT, NATURE AND ORGANISATION OF BUILDING BLOCKS

NO.	NAME OF	TOTAL NO. OF	TYPES OF ESTABLISHMENT			NUMBERS OF	NATURE OF BUILDING		ORGANISATION OF BLOCKS		
			LOCK-UP	OPEN	OPEN AIR		TEMPORARY	PERMANENT	LAID OUT BUT	PLANNED AND	ORGANIC
1.	Adenle	330	320	-	10	34		34	x		x
2.	Ajebamidel	385	37	108	240	13	9	4			x
3.	Gbajumo	40	40	-	-	3	-	4	x		
4.	Igbonan	187	25	-	162	6	2	4			x
5.	Iso pako	62	1	61		3	3	-	x		
6.	Kajola	62	15	20	27	4	4				x
7.	New Sabo	58	-		58	-	-	-	x		
8.	Oja Oba	345	73	42	230	18	1	17			x
9.	Oluode	429	43	65	321	20	12	8			x
10	Oke fia	214	180		34	8	1	7			x
11	Orisunbare	423	390	-	33	10	-	10	x		
12	Sabo	102	38	4	60	4	2	2			x
	TOTAL	2637	1162	300	1175	123	34	89	5		7
	PERCENTAGE	100%	44.07	11.37	44.56		27.64	72.36	41.67		58.33

SOURCE: OSOGBO AND OLORUNDA LOCAL GOVERNMENTS SUPPLEMENTED BY FIELD SURVEY FEBRUARY, 1996.

The retail functions of the twleve markets is reflected in the type of commodities sold, as indicated in table 3.5. It revealed that markets in Osogbo provide a variety of retail activities. However the most important commodities sold in virtually all the market places are food stuffs particularly local perishable ones, which account for 48.65% (1283). Household goods comprising, indigenous as well as imported ones are sold in 470 establishment or 17.82% of the total. The least is Book and stationaries which has only 4 establishment (0.16%).

The concentration of retail outlets for food stuffs in the market places, can be explained by the fact that, food retailers in the town, cannot at present afford the cost of the facilities in permanent street shops.

Also, apart from the specialised markets like Iso Pako (plank markets) New Sabo market (goats and ram), these markets generally show trend towards degree of specialisation. For instance, Textile materials and services trades, (tailoring, hair dressing and watch repairing) predominate in Adenle market, about 84.54%. Beverages and Household goods consitutue about 82.26% of the commoditty sold at Orisunbare market. The two night markets, Igbonna and Ajebamidele, and some day markets, like Oluode and Sabo market specialise in the retailing of food stuff and ingredients.

On the basis of the nature and size of retail available in each of twelve market as shown in Table 3.5. Five of them; Orisunbare, Oluode, Adenle, New Sabo and the Plank market can be classified as town or city markets. The remaining can be regarded as local or neighbourhood market. Relating this structure to the

central place theory discussed in chapter 2, the city markets are higher order retail centres, while the rest are lower order centres. Also apart from having the highest concentration of commercial activities, some of them provide retail service which attract shoppers from all part of Osogbo and even beyond. (See fig. 3.3)

TABLE 3:5

ANALYSIS OF SELLING POINTS BY TYPES OF COMMODITY SOLD 1996

S/NO	NAME OF MARKET	TOTAL NO OF SELLING POINTS	FOOD STUFF (F.S)	TEXTILE MATERIALS (T.M)	HOUSE HOLD GOODS (H.G)	EELEC-TRICALS FITTINGS (E.L.G)	BUILDING MATERIAL (B.M)	TOOLS AND EQUIPMENT (T.E)	BOOKS AND STATIONARY (B.S)	PHARMAC-EUTICAL DRUGS (P.D	NATIVE HERBS (N.H)	SERVICES TRADERS	OTHERS (O.T)
1.	Adenle (Jankara)	330	15	165	20	-	-	1	2	8	-	114	5
2.	Ajebamidele	385	270	-	-	-	-	-			-	1	114
3.	Gbajumo	40	-	5	-	-	-	-	1		-	30	4
4.	Igbonan	187	176	-	3	-	-	-		2	-	-	6
5.	Iso pako (plant)	62	-	-	-	-	-			-	-	3	59
6.	Kajola	62	57	-	1	-	-	-		-	2	1	1
7.	New Sabo	58	3	-	-	-	-	-		-	-		55
8.	Oja-Oba	345	223	-	31	4	3	-	-	3	62	6	13
9.	Oluode	429	346	8	13	2		-		1	38	6	15
10.	Oke-Fia	214	101	-	-	15	25	40			-	20	13
11.	Orisunbare	423		10	398	1	-	3	1		-	6	4
12.	Sabo	102	92	-	4	-	-	-		2	-	4	-
	TOTAL	2637	1283	188	470	22	28	44	4	16	102	191	289
	PERCENTAGE OF TOTAL	100%	48.65	7.13	17.82	0.83	1.06	1.67	0.61	0.61	3.87	7.24	10.96

SOURCE: FIELD SURVEY FEBRUARY 1996

3.3.4 Physical conditions and design characteristics of market places

a) **Site and coverage area**

The space devoted to market places in Osogbo, on the whole is quite small. For as illustrated in Table 3.2 about 9.67 hectares of urban land was devoted to market places in the town. As a result the market places are extremely congested and have no space for expansion. Since most of them grew uplanned on incidental open spaces, in various tradtitional quarters and compounds. Coupled with the encroachment of others uses such as road and residential building further reduced the sizes.

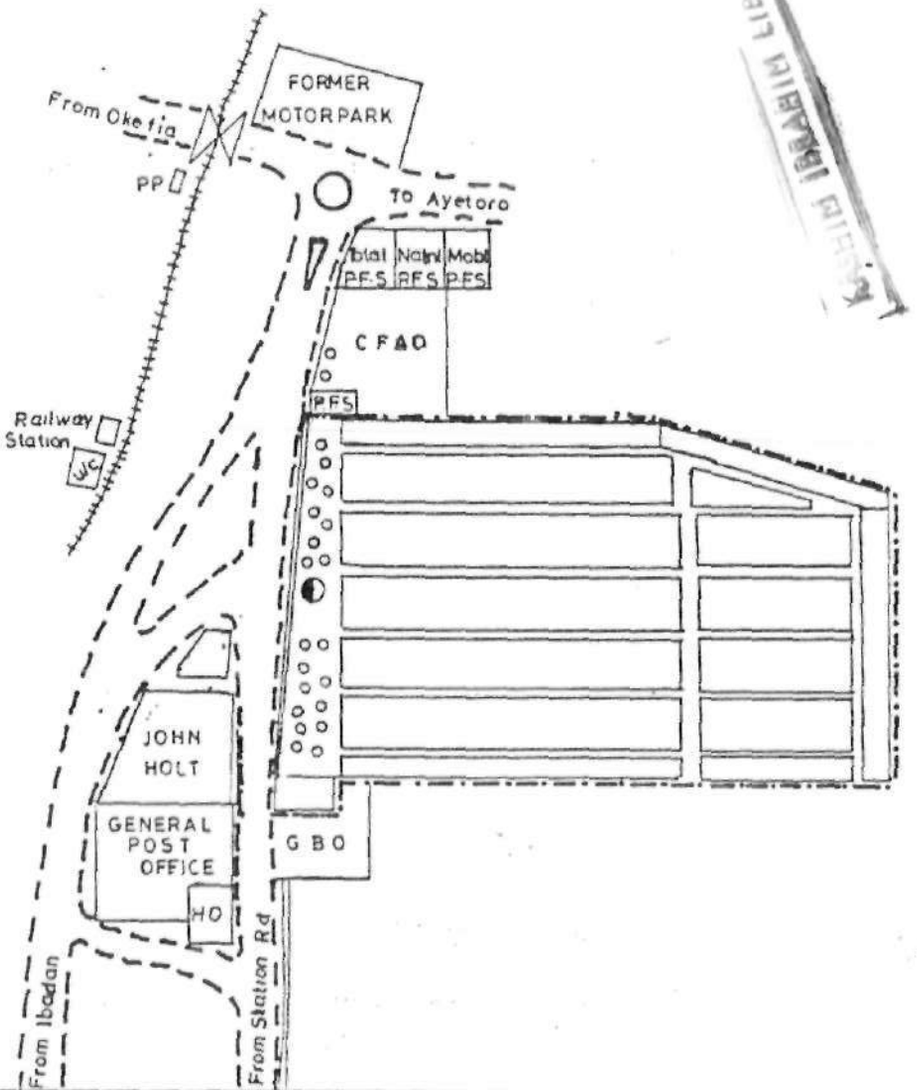
The average site area of traditional market places in the town is 0.81 hectares. There is considerable variation among the twelve markets. With the biggest having 1.80 hectares and the smallest 0.10 hectares (see table 3.2).

The small size of most of the market places relative to the volume of commercial activities which they carry out, is reflected in the proportion of the land in the market that is intensively used. For in most of the market over 98% of the land is built up with structures, such as stalls, roads, residential dwellings and other uses (see fig. 3.3). These is higher than the suggested site coverage of 30 - 35% for local market and 25 to 30% for town or city market suggested in table 2.5.

b) **Physcial layout of building blocks**

Although there has been some remarkable changes in the structure of market building in Osogbo since the creation of Osun State. An analysis of the pattern revealed two main sources of market building in Osogbo. The first is blocks of sheds built by the local authority or by private individuals. The second sources

MAP SHOWING EXISTING LAND USE AT ORISUNBARE MARKET



Notation

○○○	OPEN AIR TRADING SPOT
	MARKET BOUNDARY
	ROAD AND STREET
◐	WATER FAUCET
H O	HEALTH OFFICE
P P	POLICE POST
P F S	PETROL FILLING STATION
	DRAINAGE
	RAILWAY CROSSING

Land use Analysis

TYPE	AREA COVERED	PERCENT
Commercial	0·79hectre	88·76
Service Trade	0·01 "	1·13
Circulation(within)	0·09 "	10·11
TOTAL	0·89 Hectre	100·00

SCALE 1:1250

SOURCE Field Survey April 1996

FIG 3·3

IBRAHIM LIBRARY

relates to the conversion of parts of residential buildings adjacent to some markets into commercial uses. Which arises largely from the gradual penetration of the markts into residential area due to their process of expansion. Table 3.4 indicates that there are 123 blocks of commercial outlets in the twleve market surveyed. Adenle has the highest number (34) followed by Oluode. More than half of the market, that is 58.3%, has less than the average of 10 blocks.

The building blocks in the markets have been further classified as permanent and temporary on the basis of materials used and in type of construction. Of the 123 blocks 27.64% (34) are temporary, while over 72.36% (89) are permanet (see Table 3.4)

One other aspect of the physical condition of market places in Osogbo relates to the layout of the building blocks available in them. It was observed that the absence of consistent planning in most of them, coupled with the small site area available in them, have led to a very poor layout of building blocks. Out of 12 market survey only 5 (41.67%) was laid out but not planned and the remaining seven was organic in nature. (see table 3.4). None of the market was actually planned. Thus there are, in most of the markets inadequate space left between building blocks. Often these are observed to be less than one metre (see fig. 3.3) and the spaces available are also used by open air traders. Thus making it quite difficult for shoppers to move about in the markets.

c) **Infrastructural facilities**

Infrastructural facilities are essential to the efficient

functioning of market places, since they provide regular meeting points for a large number of people everyday.

All the market except one, plank market, have no pipe borne water. The absence of water supply in 11 out of the 12 markets has contributed to the poor environmental sanitation in the markets.

Provision is not make for toilet facilities. Most of the market make use of the facilities located in some of the residential houses that have been partly or fully converted to commercial use. Refuse dump are not provided in most of the market, where such are found they constitute grave public nuisance because it is not properly maintained.

Parking facilities are evidently absent in all the market, hence on street parking is noticed in all the market surveyed. As a result there is always distortion of free flow of traffic along the access routes to and from the market (see plate).

3.3.5 Socio-economic characteristic

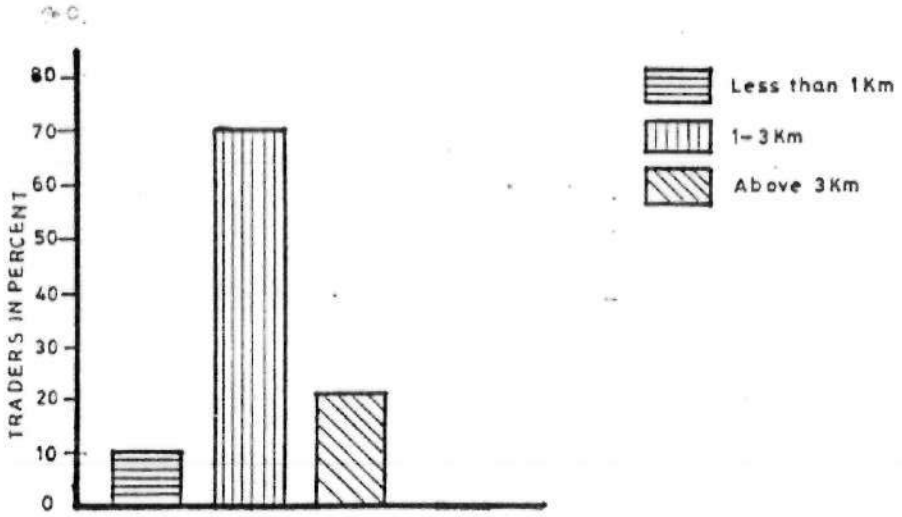
The nature of goods and services provided in the various market places in Osogbo, is reflected in the social and demographic characteristics of the people who visit them, for shopping purposes as well as the distance from which they come. A sample survey of 600 shoppers selected from the 12 markets, indicates that, female constitute the majority of markets patrons, just as they form the majority of the traders. For by tradition, females do shopping in Osogbo as in other Yoruba towns.

DISTANCE TRAVELLED/MODE OF JOURNEY

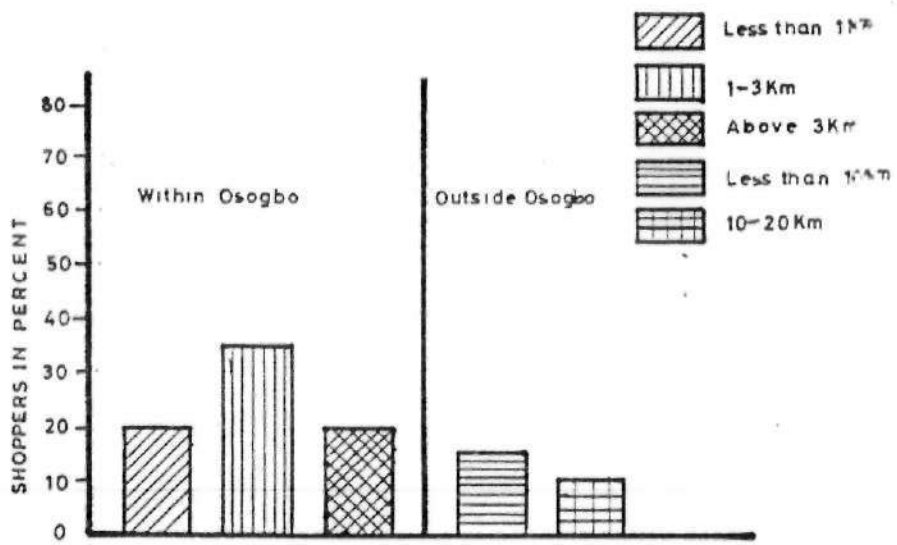
LOWER ORDER MARKET

HIGHER ORDER MARKET

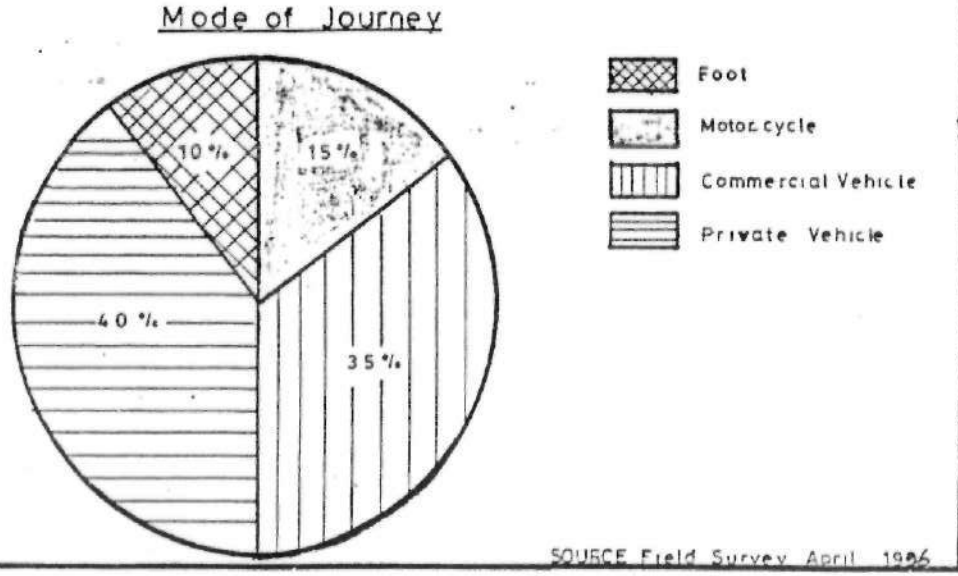
A



B

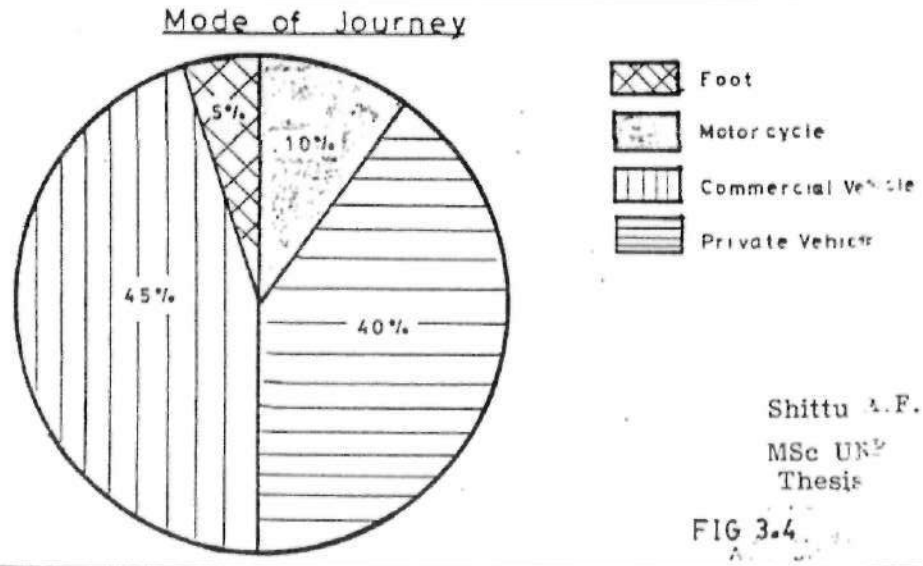


C



SOURCE Field Survey April 1986

D



Shittu A.F.
MSc UNN
Thesis

FIG 3.4

a) Catchment area

An examination of the distance travelled by shoppers interviewed in the various market indicates that over 70% of them came from within three kilometre of the market places (fig 3.4). This suggest that most of those who shop in the market places live within the town. The proportion of the respondent in each market who came from various distances, is a reflection of the function which they carry out as discussed above. The survey also revealed that higher percent of the shoppers interviewed come from between 1-3 kilometre or more to the higher order market. Since they offer a wider range of goods that attract cutomers from different part of the town and beyond.

This pattern, is in contrast with the situation in most of the local markets, where virtually all the shoppers came from within one kilometre. Since goods sold can easily be obtained in all the local markets. The explanation for this lies in the concept of the range of goods discussed earlier in chapter 2.

3.4 THE STRUCTURE OF MODERN COMMERCIAL DISTRICTS

A modern retail or service outlet for the purpose of this study, is defined as functional selling or service point which maintained a store frontage in a street or a stall within the town and which is associated in the minds of consumers with shopping or service.

Modern retail outlet in Osogbo, unlike traditional market places are not easy to delimit, due to the fact that most of them are just developing, and they still form an integral part of residential buildings within the town. In light of this, after

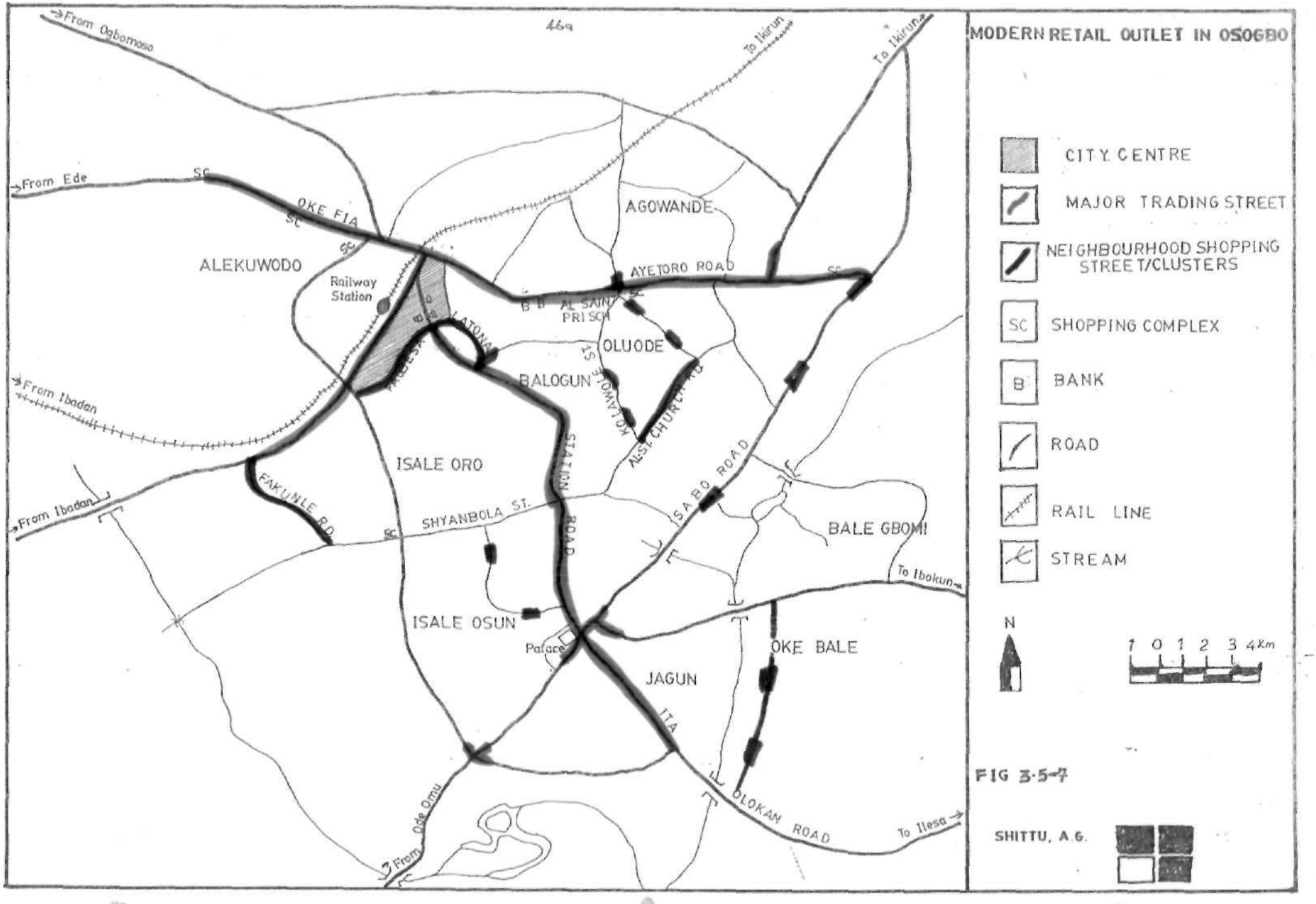
a thorough field survey, the boundaries of most centres were delimited by non commercial land uses usually residential land uses. This was facilitated by the fact that, most modern retail outlet in the town are at or near street intersections and along the major roads leading to the centre of the town (see fig 3.5).

Using the above definition a total of twelve modern commercial districts were identified in the town. A detailed examination of the functional and physical characteristics of the identified commercial districts reveal that there are three distinctive types. These are; the Neighbourhood Shopping street/clusters, the Trading Streets, with it concentrations of retail activities, and the Central Area which is the major commercial nucleation in the town.

3.4.1 The Neighbourhood Shopping street/clusters

This type developed organically along the major street within the residential district, to cater for the need of the people around them. They are not necessarily a continuous development along the street, rather they are found to be broken up by non-retail uses into clusters (see fig 3.6).

Function typical of these Neighbourhood Centres are essentially of the convenience kind. Survey conducted revealed that the precise shopping needs of the neighbourhood are satisfied perfectly by the willingness to sell any quantity, however small, of a particular product. Furthermore the trader will often give credit consection to a customer who is expected to pay back when fortunes improve. Also survey conducted revealed that many of them in Osogbo are arbitrarily located with


From Ogbomoso
To Ikirun
To Ikirun
From Ede
SC
OKE FIA
SC
ALEKUWODO
Railway Station
AGOWANDE
AYETORO ROAD
SC
B
B
AL SAINT PRISCH
LATONA
OLUODE
From Ibadan
BALOGUN
MOLAWOLE ST
ALSI CHURCH RD
ISALE ORO
FAKUNLE RD
SHYANBOLA ST.
SC
STATION ROAD
ISABO ROAD
BALE GBOMI
From Ibadan
To Ibokun
ISALE OSUN
Palace
OKE BALE
JAGUN
ITA
From Ode Omu
OLOKAN ROAD
To Ilesa
MODERN RETAIL OUTLET IN OSOGBO
CITY CENTRE
MAJOR TRADING STREET
NEIGHBOURHOOD SHOPPING STREET/CLUSTERS
SC SHOPPING COMPLEX
B BANK
ROAD
RAIL LINE
STREAM
N
1 0 1 2 3 4Km
FIG 3·5-7
SHITTU, A.G.

overlapping catchment areas and are in most cases complimentary rather than competative.

These are found mainly in Latona street, Fagbesa street, Fakunle, Shinyanbola and Sabo road.

Retail function of Neighbourhood Shopping Streets/clusters

Survey revealed that the main types of retail functions provided in the neighbourhood shopping street/clusters as indicated in Table 3.6. Shows that, the commercial activities at this level are largely those which are designed to served the immediate population around. The most common retail stores are those selling provisions, drugs and drinks. Apart from these, service shops dominate in some, these include tailoring, bicycle repairs, hairdressing, laundering and electrical parts and repairs. Which are mostly patronised within the residential area.

TABLE 3:6

TABLE SHOWING RETAIL FUNCTION OF NEIGHBOURHOOD CENTRES IN OSOGBO 1996

COMMODITY SOLD	SYANBOLA ROAD	SABO ROAD	FAKUNLE ROAD	LATONA ROAD	FAGBESA ROAD	TOTAL
Provision	4	3	4	5	4	20
Drinks sales	3	4	3	4	2	14
Drugs sales	4	6	2	4	4	20
Local food stuffs	1	1	3	1	-	6
Bicycle repair	2	1	2	1	1	7
Photography	1	-	3	2	3	9
Tailoring	5	2	3	4	8	22
Electrical repairs	2	2	2	-	2	8
Automobile repair	-	2	-	-	-	2
Bookshops	1	1	3	-	2	7
Furniture	2	4	2	2	1	11
Restaurant/Bar	2	4	2	1	2	11
Hairdressing/ Barbing	3	6	5	4	4	22
Laundering	3	2	1	1	1	8
Clothing	2	4	2	1	2	11
TOTAL	35	42	37	39	38	182

SOURCE: 'OSOGBO AND OLORUNDA LOCAL GOVERNMENT SUPPLEMENTED BY FIELD SURVE FEBRUARY 1996

3.4.2 Trading Streets

This can also be refer to as the principal business thoroughfare. As the name suggested, it is linear in outlook and found to be characterised by concentration of retail stores along the major intra and inter urban roads within the town. These are found in station roads, Ayetoro road, Oke fia and Ita Olokan road (see fig 3.7).

They offer a wider range of retail good and services. As a result those who patronize them are found to come from all parts of the town and it's hinterland.

Survey also reveal that trading streets are much more concentrated in the central area than any other parts of the town.

One silent feature observed by the time of survey is that all Banking activities, offices and Petrol stations are found along this linear outlook like business type (fig 3.7). Generally, the trading streets contributed immensely to most of the problems identified with unguided commercial development in Osogbo.

Retail function of Trading Streets

The retail function of Trading Streets, as revealed by survey, are more varied than those of the neighbourhood centres and markets discussed above. It is also noted that there are virtually no local perishable food or fresh meat stores, while most of the major business offices and service activities, such as Banks, petrol station, insurance and even the emerging shopping complexes, in the town are located along these trading street (see table 3.7).

TABLE 3:7

SHOWING RETAIL FUNCTION OF TRADING STREET OSOGBO 1996

ITEM SOLD AND TYPE OF SHOPPING AREA	OKEFIA ROAD	STATION ROAD	ITAOLOKAN ROAD	EDE ROAD	AYETORO ROAD	IBADAN ROAD	TOTAL
Provisions	8	27	12	13	12	10	88
Drink sales	12	20	12	9	12	11	76
Local food stuff	-	5	7	-	3	-	15
Bicycel repair	6	5	3	-	2	-	16
Photography	5	8	8	6	8	3	38
Tailoring	10	16	12	10	12	9	60
Electronic sales	10	23	5	5	12	2	57
automobile sales	1	-	-	1	2	2	6
Bookshops	8	15	4	3	5	2	37
Furniture	4	8	4	4	4	3	27
Eating places/bars	3	5	6	4	6	2	26
Hairdressing/ barbing	6	18	6	11	12	2	55
Clothing	15	24	9	6	8	5	67
Watch repair	2	5	2	-	-	-	9
Wholesalling	5	12	-	-	6	7	30
Banking & Insurance	2	5	-	-	4	2	13
Pertol stations	3	2	2	-	3	2	12
Jewellry	6	5	-	1	-	-	12
Pool betting	2	6	4	-	2	-	14
Electrical repair	5	4	4	2	6	2	23
Automobile repair	6	-	2	4	2	6	20
Super market	3	2	-	1	6	2	14
Shopping complex	1	-	2	2	-	-	5
Enamel wares	5	7	4	-	2	1	19
Drugs sales	9	10	9	3	10	3	43
TOTAL	137	234	114	77	147	76	785

SOURCE: Local Government Supplimented by Survey

3.4.3 THE CENTRAL AREA

Osogbo like any Nigerian indigenous town is a bifocal city. Survey reveal that, the traditional centre, the earlier of the two is located in the geographical centre of the town, within the core area, with the palace, central mosque and kings market as the focal elements (see fig 3.1). However the new emerging central area, which can be refer to as the CBD is to be found along station road. It is "central" not in geographical terms, but in the sense of been the most highly concentration of business activities in the town.

The district is closely linked with the railway station, and served by the major roads that connect the town to others in the region. The development of this area as a commercial district started during the early years of colonial administration, when larger commercial firms like GBO SCOA, CFAO and PZ are located there. Others are Orisunbare, Adenle markets, Banks, Post office, Petrol station and public offices e.t.c. The central area caters for the shopping needs of people in all part of the town as well as those in the region. (See fig. 3.8)

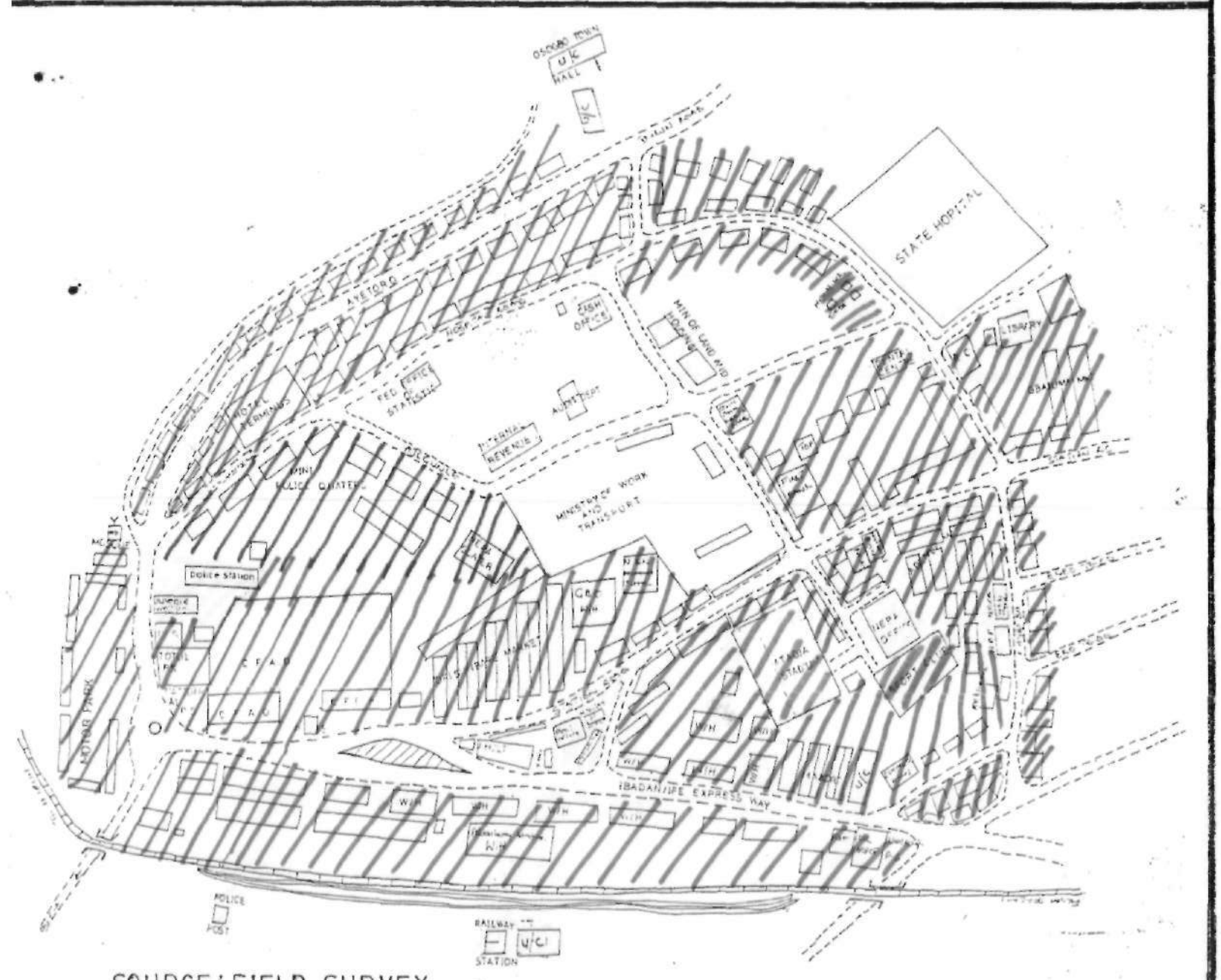
3.5 PHYSICAL CHARACTERISTIC OF MODERN COMMERCIAL DISTRICT

This will be examined in terms of their landuse, design characteristic, infrastructures and sizes.

3.5.1 Land use structure

As far as landuse within the modern commercial district is concerned, it is characterised by mixed activities. Most of them

CITY CENTRE LANDUSE STRUCTURE



COMMERCIAL

RESIDENTIAL

PUBLIC

RECRATION/OPEN SPACE

ROAD

RAIL LINE

Scale 1:

SOURCE: FIELD SURVEY

FIG 3·8

SHITTU A.
MScURP THESIS

are found to be not distinctly separated from the other urban land uses. The shops in which commercial activities are carried out are found to be confined to the roadside, sometimes just a few metres from it edge (see plate). Where the shop buildings are at any reasonable distance from the roadside, the intervening space is found to be taken over by petty traders and hawkers. In other words we can simple conclude that, commercial landuse within the trading street has not extended beyond the fringes of the road. The shopping units strive to cling tenaciously to the road, they are found not to have grow or extend at right angles away from the road.

3.5.2 Layout

The modern commercial district have grown organically, just like the traditional markets, so they lack any planned layout in any form. Because the shops were not planned. For they have developed lineally on both sides of the roads and within residential apartments.

3.5.3 Environmental Sanitation

The shopping streets are not as filthy as the markets. For survey revealed that the buildings in which shops are located perform dual function because they serve two purposes (commercial and residential). They also lack refuse receptacles, this encourage the dumping of refuse in the badly constructed open drain.

Infrastructural facilities such as toilets, water are either shared with the residential buildings in which they are located.

In few shopping complexes, Banks and public offices provision are made for their staff only.

3.5.4 Circulation and Parking

Accessibility to these shops are poor because majority of them are located in major streets that have a lot of traffic congestion. As reveal by the survey, there are no provision for off street or curb parking in the shopping areas. No service roads are provided for delivery purposes. Hence loading and off loading are done right on the major street. Even the new emerging shopping complex make no provision for off street parking. No pedestrian walks and zebra crossing to facilitate pedestrian movement.(see plate)

3.5.5 Design characteristics

Survey reveal that majority of the shops were not initially designed to be shops, they were designed as rooms for residential use but were later converted into commercial establishment. Most of the so called shopping complexes and Banks fall into this category. Also, from the analysis of findings there are no principles or standards as regards the number of each type of commercial establishment to be located in each shopping area. However the shopping density as regards ratio of shops to person is very high. For Osogbo has 1:282 as against the standard of 1:100 suggested in chapter 2.

3.6 PHYSICAL PROBLEMS OF COMMERCIAL AREA

Commercial area, that is both the traditional market places and the modern commercial district, has a number of problems, which may be classified into those facing it and those created as a result of it activities. Table 3.8 below shows this classification.

TABLE 3.8

CLASSIFICATION OF PROBLEMS OF COMMERCIAL AREA.

	PROBLEMS FACED	PROBLEMS CREATED
i	Lack of proper planning	Traffic congestion
ii	Small size of site and site converge	Poor environmental quality
iii	Lack of basic infrastructures	Illegal housing conversion and modification
iv	Poor condition of structure	Overcrowding of commercial area
v	Lack of effective development control	Management problems

3.6.1 Problems faced by the commercial areas in Osogbo

The salient aspects considered are the size of the retail outlets, the site coverage, the uses to which it is put, and the state of the infrastructure facilities.

a) Lack of proper planning

The layout plan of markets are generally bad, and this is attributed to the false notion by the authority concern. That planning a market involved just to place block of stalls in rows forming a grid pattern. This is done in such a manner that, a

maximum site coverage is achieve, thereby leaving little room for circulation and other utilities.

The modern shopping district on the other hand have grown organically so they lack any planned layout of any form. This is due to the fact that they just developed lineally on both sides of the roads even within the residential area.

b) Small size of site and site coverage

A feature of more far reaching consequences, however, is the high proportion of this relatively small area that is utilised, to the ever increasing present need. The total area devoted to market places in Osogbo is 9.67 hectare, that is an average of 0.81 hectare on the whole, and five (42%) were below the average. One can then infer that the small size area of most of these market places, relative to the volume of commercial activities and people in attendant, has been reflected, in the proportion of the land in the market that is intensively used.

The situation does not in any way differ in the shopping district. Since in most cases it developed not because of deliberate planning, but for the profit motive. For most of the shopping complexes and the shops find in the shopping district have very small size. Also number of shops or shop density per each district are not predetermined by any standard. Hence the various shopping complexes have very small size and site coverage of between 80 - 95%. (see plate)

c) Lack of basic infrastructures

For efficient functioning of commercial area, it is necessary to provide infrastructural facilities, since they provide regular meeting points for a large number of people everyday. These facilities are conspicuously absent. For effort and resources are usually concentrated in the provision of physical structures especially market stalls and shops, to the exclusion of services such as, water, toilet, parking and waste disposal facilities.

d) Poor condition of structures

Poor condition of most of the commercial structures are not only common to the traditional market, but even the modern commercial district. For structures use as shops are formally use as residential, but with minor alteration, which mainly involved fixing of door at the side facing the road. For many of them are built of poor quality materials, took variety of shapes and forms, and are usually badly painted in assorted colours, generally presenting an unsightly appearance. For the prime motive is the profit they will make from rents (see plate).

e) Lack of effective development control

The survey conducted revealed that, the ineffectiveness and inefficiency of the organ responsible for the control of development within the market and the shopping district, has encourage the erection of temporary shed indiscriminately in the markets and the illegal conversion of residential and other uses, mostly right of way, to commercial use. This have thereby lead to circulation problem, in both the market and shopping district,

since most of the temporary structures are erect on walkway and other available open spaces in market and right of way in most of the shopping district.

3.6.2 Problems created by commercial area in Osogbo

a) Traffic congestion

However the fact that the markets are link by good access to the major arteries (fig 3.2), most of them are still causing serious disruption to through traffic on adjacent street. The concept of organised off street parking for service and customers' vehicles do not seem to exist. Couple with the fact that most of the shoppers come by either private vehicle or commercial vehicle. Hence on street parking often occur at the expense of pedestrian and general vehicular movement. For instance parking survey conducted in Oluode market revealed that 12 cars are parked at any point in time during the market hours, while it was also revealed that 18 commercial vehicles drop passengers (which may either be shoppers or traders in the market) in every 15 minutes time interval. Parking is done along all saints road, and Oluode street, this disrupt traffic flow, hence the unnecessary traffic hold up, during the market hours.

As earlier highlighted, the modern shopping district has locational preference along major roads and street in the town. Most of them have no parking spaces, and couple with the lineal locations of shops. On street parking is rampant, thus reducing the width of the roads, and impeding free flow of vehicles and pedestrian traffic.

b) Poor environmental quality

With the absence of better refusal disposal system, drainage facilities, toilets and water, the quality of the environment in most of the markets as revealed by survey was deplorable. For most of these markets generate garbage and other solid waste. The need to dispose off such generated waste, encourage the dumping of garbage at street corners, open space around and even the open drainage as in Orisunbare, Oluode, and Gbajumo market (see plate)

The shopping district are not as filthy as the markets, but they also lack refuse receptacles, this encourages the dumping of refuse in the badly constructed open drain. Also the structure use as shops are in most cases badly constructed with no uniform standards and the painting are of different colours. All this gives a poor aesthetic environment.

c) Unauthorised housing conversion and structural modification

This takes place in most part of the town, but are mostly pronounced in the street linking the CBD, station roads, Ayetoro, Sabo road and Fagbewesa to mention but few. In some cases the frontage of residential accommodation are converted and let out to hybrid users. Ranging from food sellers, shoe, photographers, salon and electronics dealers. The rate of such unauthorised conversion has contributed so much to the environmental degradation, along most of the main road linking commercial centres and blockage of drainage channels and traffic.

d) Overcrowding of commercial areas

The major factor responsible for the over crowding of market places in Osogbo as revealed by the survey, was the unnecessarily large number of strands in the distribution channel; and the predominant of open air trading. This encourages the influx of an ever increasing number of new traders, who would otherwise have been excluded if selling had been restricted to stalls.

However in the modern commercial district the high rent factor, encourage many traders to subdivide shops and available space, brought in more tenants and also sublet the frontage in order to maximise the use of space and their profit. All this result in overcrowded shopping district.

e) Management Problems

Appropriate laws are either lacking, or they are not being effectively enforced due to inadequacies of the management set up. Resulting in the unabated incursion of traders into prohibited areas and the continues misused of facilities in established commercial area.

The Osun State Capital Authority that is supposed to check the various housing conversion, extension and squatting within the Town have remain ineffective. For they just exist in name, but action wise they have remain dormant, relegating the job they are suppose to do to the various local government that make up the territory.



NO PROVISION FOR PARKING

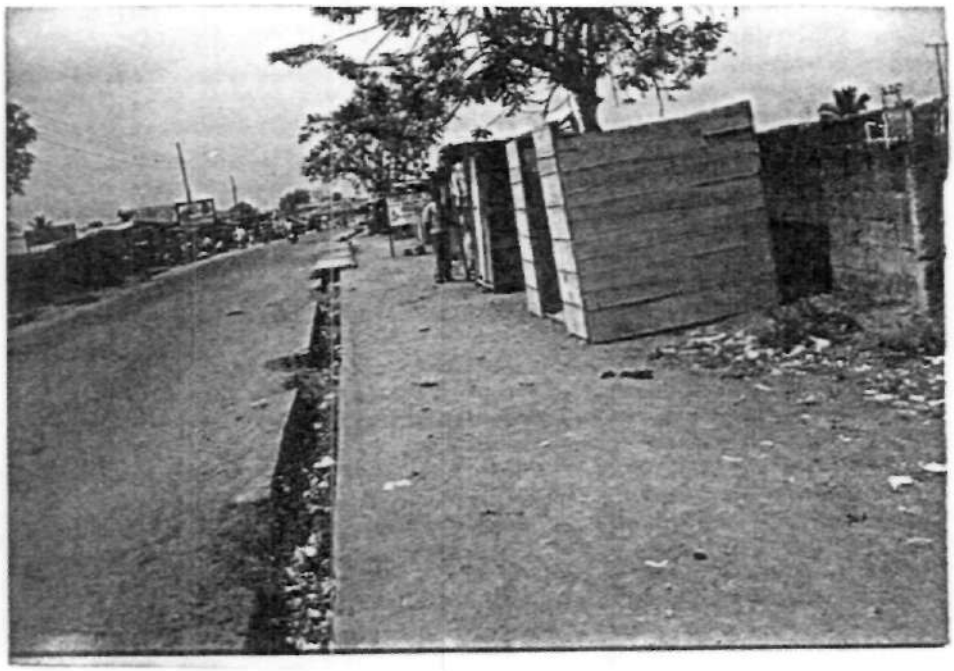


NO PARKING SPACE

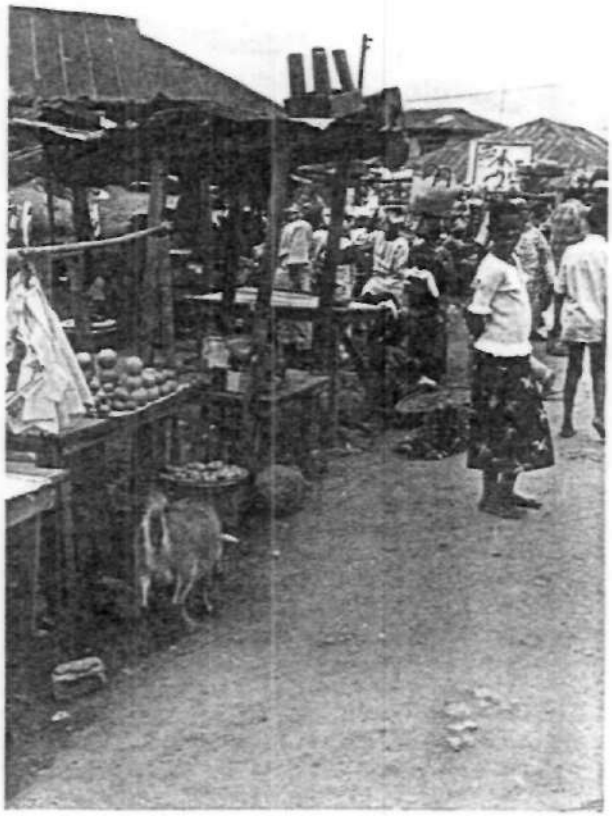


ADEQUATE PROVISION FOR PARKING SPACE

PLATE 1: TYPICAL SHOPPING COMPLEX



TEMPORARY KIOSK ALONG SABO ROAD



MAKE SHIFT
COUNTER IN
OLUODE MARKET

PLATE 2: EXAMPLE OF TEMPORARY STRUCTURES ERECTED IN BOTH THE TRADITIONAL AND MODERN COMMERCIAL AREA.



TYPICAL STRUCTURE IN MARKET PLACES



PLATE 3: OPEN AIR TRADING IN ONE OF THE LOCAL MARKET, WITHIN THE RESIDENTIAL AREA.



DISPLAY COUNTER RIGHT INSIDE THE BAD DRAINAGE IN OLUODE MARKET



PLATE 4: TYPICAL POOR QUALITY OF ENVIRONMENT IN TRADITIONAL RETAIL OUTLET



PLATE 5: COMMERCIAL ACTIVITIES ENCROACHMENT ON THE ROAD.





PARKING
DONE ON ROAD



A LOCAL MARKET
AT THE BACKGROU
BACK

PLATE 6: TYPICAL TRADING STREET



RESIDENTIAL HOUSE CONVERTED TO COMMERCIAL USE BY BANKS



HOUSES CONVERTED TO COMMERCIAL USE

PLATE 7: ILLEGAL CONVERSION OF OTHER USES TO COMMERCIAL USE.

CHAPTER FOUR

4.0 PROPOSALS FOR COMMERCIAL DEVELOPMENT OF OSOGBO

4.1 SUMMARY OF FINDINGS

The aim of this study has been to draw attention to the importance of planning for the provision and development of commercial establishment in urban area of Nigeria. Against this background a study of the structure and problems in one Nigerian town, Osogbo, was conducted. The findings of the empirical study indicated major differences between the planning standards which were identified as "ideal" for Nigerian urban areas, and the existing situation in Osogbo. Hence the divergence between theory and reality in the structure of commercial area of Osogbo can be summarised as follows:

4.1.1 The total commercial area is below the required standard

The proportion of the existing urban landuse for commercial activities are far below the average standard proposed as suitable for Nigeria cities. As the analysis of the existing landuse in chapter three revealed that the commercial landuse covers about 2.25%. That is about 34 hectare of the total built up area (see table 3.1). However a town that serve as both administrative and industrial centre, according to S.K. Klustrestha, should have between 3-4% of its built up are allocated for commercial use. Vagale also based on population size proposed 3.0-4.5% coverage for a medium town like

Osogbo.(see table 2.3 & 2.4)

What ever the perimeter used the existing commercial land coverage still fall short of the minimum standard.

4.1.2 Inadequacy in relation to population

Their inadequacy in relation to the population which they are supposed to serve. For there is a mark difference between the average population suggested for each category of commercial establishment in table 2:1 and the existing pattern. Also the empirical study conducted revealed that the ratio of market stalls to population is 1:234 person instead of the suggested standard of 1 to 40 persons (Arinze 1976). Furthermore the shop ratio was at a high side of 1 to 282 person as compare to the ideal standard of 1:100 person discussed in chapter 2.

4.1.3 No centrality in location

Inspite of the fact that available facilities are inadequate, their location is so uneven that people living in certain parts of the town are at a disadvantage with respect to accessibility to existing ones. The organic nature of location of commercial facilities has resulted in lack of centrality in location, resulting also in shoppers covering longer distance to commercial centres.

4.1.4 Lack of adequate ancillary facilities

For the landuse of most of them is such that little or no space is left for other essential facilities, such as parking space, refuse depot etc.

4.1.5 Lack of proper planning

Physical planning was also found to be virtually absent, as regards their landuse plan and their spatial distribution, in both types of commercial outlets. For the layout plan of the traditional markets are generally bad, hence they are very congested. Whereas the modern shopping district lack any planned layout of any form due to the fact that they just developed lineally and organically on both sides of the roads even within the residential area.

In light of the above findings, an attempt is made in this chapter to recommend and make physical planning proposals, which if implemented will not only contribute to the amelioration of the problem associated with existing commercial development, but also planning for the present and future requirement. Hence strategies based on certain planning principles was proposed, this includes:-

- planning and redevelopment of commercial area
- creating of more shopping centres and
- comprehensive spatial planning of the commercial area.

4.2 PHYSICAL PLANNING PROPOSALS

4.2.1 Planning and redevelopment of commercial area

The redevelopment of the existing and planning for future commercial area in the town should take into consideration the planning standards relating to landuse discussed in chapter two.

For the landuse structure of the modern commercial district, most especially the trading street, should be effectively controlled in the redevelopment of the existing and the future provision of new ones. Standards as regards setbacks, parking facilities, shop density e.t.c need to be strictly enforced. There is also the need for separation of commercial activities from residential building particularly in the trading street. For this will not only provide more space for commercial activities, but also more room for its efficient functioning.

There is also the need to rationalize the landuse structure of existing market, so as to provide adequate areas for commercial building, organised open spaces, community facilities and circulation network as stipulated in table 2.6. It is important that the landuse structure of both existing and future markets in Osogbo should pay attention to the need for an efficient circulation system. Comprising roads, pedestrian walks, car parking lots, loading and off loading platform and bus stand since these was a major problem facing retail outlets in the town.

The provision of certain minimum ancillary facilities is essential in the commercial area. However, the study conducted indicates the absence of pipe water, toilet, refuse depot, fire

hydrant e.t.c. The redevelopment of the existing and the provision of new ones should therefore, take into consideration the planning standards suggested for the provision of ancillary facilities as review in chapter 2.

Furthermore, efforts should be made to ensure that existing and future commercial areas in the town are adequately maintained so that the physical environments can be attractive. Similarly the quality of the materials used for building stalls and shops should be done in such a way as to eradicate temporary or make shift structures, most especially in the markets.

Finally, the redevelopment of the existing commercial area and the provision of new ones should take into consideration the nature of demand for the retail facilities. It is essential that the threshold population (table 2.1) required to support any of such centre is available in the area in which it is to be located. This suggest that the location of commercial facilities of any type and size should reflect the changing socio-economic characteristic of the urban population.

For in localities where the vast majority of the people belong to the lower socio-economic group, market will be needed more frequent than in the middle or upper income group, whose significant proportion of their needs are catered for in shopping centres located outside market place.

4.2.2. Creating more shopping centres

However irrespective of the level of improvement executed on the existing market, sites and the modern commercial district.

They would still be unable to meet the present and future commercial needs of the town. For the analysis of the existing commercial structure have shown that the present commercial development is inadequate, both in spatial coverage and facilities provided. Couple with the very fast expansion in space and population growth of the town. It is suggested that the new shopping centre should be in form of well planned modern shopping complex. No longer in form of markets or trading streets. Such shopping centre would oblate the necessity of the residents of the emerging district having to travel to the city centre each time. To avail themselves of those shopping facilities which for now are provided only in the central area and trading street. As was the case of Agbowp shopping complex in Ibadan.

4.2.3 Comprehensive spatial planning of the entire commercial area

For it has already been pointed out that the present practice of haphazard location, uncontrolled and unco-ordinated growth and development of commercial facilities is unsatisfactory. What is needed is a comprehensive spatial planning, of the entire town's commercial structure, within the broad frame work of the town Development Plan. Such planning would not only make for more efficient functioning of the commercial area as a system, but also

i) provide a framework for considering the planning and redevelopment, (discussed above) of each element of the

system when necessary

ii) provide a guide, using the proposed hierarchical structure (proposed below), as to what new order of centre to be established and where. Furthermore, can also guide the location of new centres as new residential layouts are planned with reference to the overall structure.

4.3 PROPOSED PLANNING PRINCIPLES AND STANDARDS

Since it is essential to relate the present and future planning of the commercial area to the size of the population. Attempt was made in chapter one to project the town's population up to the year 2016 (see table 1.2). It is against the background of this expected rise in the population of Osogbo that the future requirement of commercial area was projected and hierarchies of centres proposed.

Arinze (1976) proposed five hierarchies of commercial centres for Zaria urban area. According to her, "is a function of the proposed population to be served". Similar method was adopted, but four instead of five hierarchies of centres were proposed (see table 4.1). The proposed population to be served at each level of centre and the component of such centres were also determine within the framework of the existing commercial structure.

TABLE 4.1

PROPOSED POPULATION AND COMPONENT FOR EACH PLANNING UNIT BY 2016

PLANNING UNIT	COMPONENT	POPULATION
City centre	CBD	584112'
Community centre	A market of 340 stalls shopping centre = 84 shops	40,- 50,000
Residential Planning Area	small market of 50 stalls shops numbering 20	12 - 15,000
Housing clusters	5 - 10 shops	4 - 5,000

SOURCE: Adopted from Zaria Master Plan. Department Urban & Regional Planning ABU Zaria

4.4. PRESENT AND FUTURE COMMERCIAL AREA REQUIREMENT

4.4.1 Land area requirement

As shown by the existing landuse analysis table 3.1. Commercial area of the town fall short of the suggested standard. Hence the land area requirement from 1996 to 2016 was calculated at an interval of 5 years (see table 4.2).

The present density of Osogbo is 225 person per hectare. This is considered to be at the high side. Assuming a moderate density of 150 person per hectare, the present total land requirement of Osogbo will be 2276 hectare.

474499

TABLE 4.2

PROJECTED COMMERCIAL LAND AREA REQUIREMENT

YEAR	TOTAL LAND AREA IN HECTARE	COMMERCIAL AREA IN HECTARE	% OF TOTAL
1996	2,276	68.30 hectare	3
2001	2,613	78.40 hectare	3
2006	2,986	104.50 hectare	3.5
2011	3,413	119.50 hectare	3.5
2016	3,894	155.80 hectare	4

4.4.2 Market and shopping area requirement

In order to determine present and future shopping area requirement at each level or hierarchy, the existing density of uses, stall/person and shop/person ratio in the existing retail area was determined. However, the area requirement for the market and the shop in commercial area are each calculated separately. The addition of these areas will be the required area for the shopping centres to be created at different hierarchy as proposed above.

a) Market stalls and area requirement

The total number of market stalls from Table 3.4 is given as 1462, on the total land area of 9.67 hectare (table 3.2). This gives a ratio of 1 market stall per 234 person and a density of 151 market stalls per hectare.

Base on the survey findings an ideal ratio of 1:100 person was adopted for the proposal. This will allow for more market stalls and reduce the incidence of open air trading. Using the

adopted ratio of 1:100 the market stalls requirement for the plan period was projected. (see table 4.3)

TABLE 4.3

PROJECTED MARKET STALLS REQUIREMENT
1996 - 2016

YEAR	NO OF STALLS
1996	3413
2001	3919
2006	4479
2011	5120
2016	5841

Allocation of market stalls to planning units

The number of stalls to be allocated to each unit depends on the nature of goods sold and the threshold population to be served. That is market size required at that hierarchy or planning unit. Table 4.4 below which was adopted from literature review, shows the proportion in percentage of stalls allocation at each planning unit.

TABLE 4.4

PERCENTAGE ALLOCATION OF STALLS/SHOPS
TO EACH PLANNING UNIT

PLANNING UNIT	% OF STALLS/SHOP	ADOPTED %
City centre	15 - 20	16
Community centre	30 - 50	67
Residential sector	15 - 18	17
Housing cluster	15 - 18	-

SOURCE: Arinze (1976).

Using Tables 4.3 and 4.4 the stalls allocation to planning unit for the plan period was calculated and given in Table 4.5 below.

TABLE 4.5

PROJECTED NUMBER OF MARKET STALLS PER PLANNING UNIT 1996-2016

Planning Unit	1996	2001	2006	2011	2016
City centre	546	627	717	819	935
Community centre	2287	2626	3001	3430	3913
Residential sector	580	666	761	870	993
Housing cluster	-	-	-	-	-
TOTAL	**3413**	**3919**	**4477**	**5120**	**5841**

NB No market was proposed at the Housing cluster level.

Market area requirement for each planning unit

Market stall density at 40% stall coverage = 151 per hectare while other land uses occupy 60%.

The total area of market of this size will be

100/60 x 1 hectare = 1.67 hectare

City centre level with 935 stalls =935/151 x 1.67 = 11.37 hect

Community centre level with 340 stalls = 340/151 x 1.67 = 3.76

Residential sector with 50 stalls = 50/151 x 1.67 = 0.55 hectare

b) Shopping centre area requirement

In calculating shopping area requirement the present shop/person ratio in Osogbo was determined, and proposal were made in terms of area adequate for different category of shops. Since the actual area covered by the modern commercial district could not be determined.

The total number of shops in the modern shopping district from Tables 3.7, 3.8 and 3.9 was put at 1211. Given a ratio of one shop to 282 persons. From the point of view of the shoppers the shops in the town are not enough and concentrated in one main zone. People outside this zone have to commute a long distance to buy certain goods. So in order to increase the number of shops in Osogbo, and private investors be adequately accommodated in planned shopping area. The adopted ratio is 1:200 persons as against the present ratio of 1:282 and the standard ratio of 1:100 (Stone 1965). This will allow for the more shops.

Using the adopted ratio of 1:200 person the shop requirement for the plan period as projected is given in Table 4.6.

TABLE 4.6

PROJECTED NUMBER OF SHOPS FOR THE PLAN PERIOD

YEAR	NUMBER
1996	1707
2001	1960
2006	2240
2011	2560
2016	2921

Allocation of shops to planning units

The percentage proportion of shops to be allocated to each planning unit was given in Table 4.7 below.

TABLE 4.7

PERCENTAGE ALLOCATION OF SHOP TO EACH UNIT

PLANNING UNIT	PERCENTAGE	ADOPTED
City centre	15 - 20	51.1
Community centre	30 - 50	34.5
Residential sector	15 - 18	14.1
Housing cluster	15 - 18	0.3

SOURCE: Adopted from Table 4.4 above.

Allocation of shops to planning units using the percentage given in Table 4.7 above shows that by 1996, 874,588,240 and 5 shops was supposed to be allocated to City centre, Community, Residential sector and Housing cluster respectively if the system has been in operation (see table 4.8.)

TABLE 4.8

ALLOCATION OF SHOPS TO PLANNING UNITS

Planning unit	1996	2001	2006	2011	2016
City centre	874	1002	1144	1307	1492
Community centre	588	676	773	883	1008
Residential sector	240	276	316	361	412
Housing cluster	5	6	7	8	9
TOTAL	1707	1960	2240	2560	2921

Shopping area requirement

In order to facilitate the calculation of area needed by shops in the proposed shopping centres at different planning unit. Three sizes of shops have been recommended based on findings from empirical studies, as illustrated in table 4.9.

TABLE 4.9

PROPOSED SIZE OF SHOP FOR PLANNING UNIT

PLANNING UNIT	SIZE
City centre	150m²
Community centre	65m²
Residential sector	30m²
Housing clusters	24m²

SOURCE: Field survey 1996

Hence the area requirement can now be calculated using tables 4.1 and 4.9 above.

City centre shopping area = 1492x 150m² = 22.38 hectare

60% for other facilities 33.57

55.95 "

Community centre shopping area = 84 x 65m² = 0.55 hectare

60% for other facilities = 0.82

1.37 hectare

Residential sector = 20 x 30m² = 600m²

60% for other facilities = 900m²

0.15 hectare

Housing cluster shopping area = 375 - 750m²

Table 4.10 summarise the recommended planning principles and standards for the redevelopment and planning of new commercial centres at different planning unit/hierarchy for a target population of 584,112 by the year 2016.

Table 4.11 also illustrates the recommended number of each centre for each unit for the planning period.

TABLE 4.10

RECOMMENDED PLANNING PRINCIPLES AND STANDARDS FOR THE PROPOSED SHOPPING CENTRES AT DIFFERENT PLANNING LEVEL/HIERARCHY FOR TARGET POPULATION OF 584112

PLANNING UNIT	POPULATION RANGE	AVERAGE DISTANCE	NO OF STALLS/SHOPS		TOTAL AREA IN HECTARE	TOTAL AT THE END OF 2016
			MARKET	SHOPS		
City centre	584112'	the whole town & beyond	935	1492	67.32	1
Community centre	40 - 50,000	2 - 4km	340	84	5.13	12
Residential sector	12 - 15,000	1 - 2km	50	20	0.7	20
Housing clusters	4 - 5,000	0 - 500m	-	5 - 10	375 - 750m2	not specify depend on demand

TABLE 4.11

PROPOSED NUMBER OF EACH CENTRE FOR EACH UNIT FOR THE PLANNING PERIOD

PLANNING UNIT	1996	2001	2006	2011	2016
City centre	1	1	1	1	1
Community centre	7	8	9	10	10 -12
Residential sector	11 - 12	13	15	17 - 18	20
Housing clusters	not specify depend on demand				

4.5 DESIGN PROPOSAL

4.5.1 The general design concept

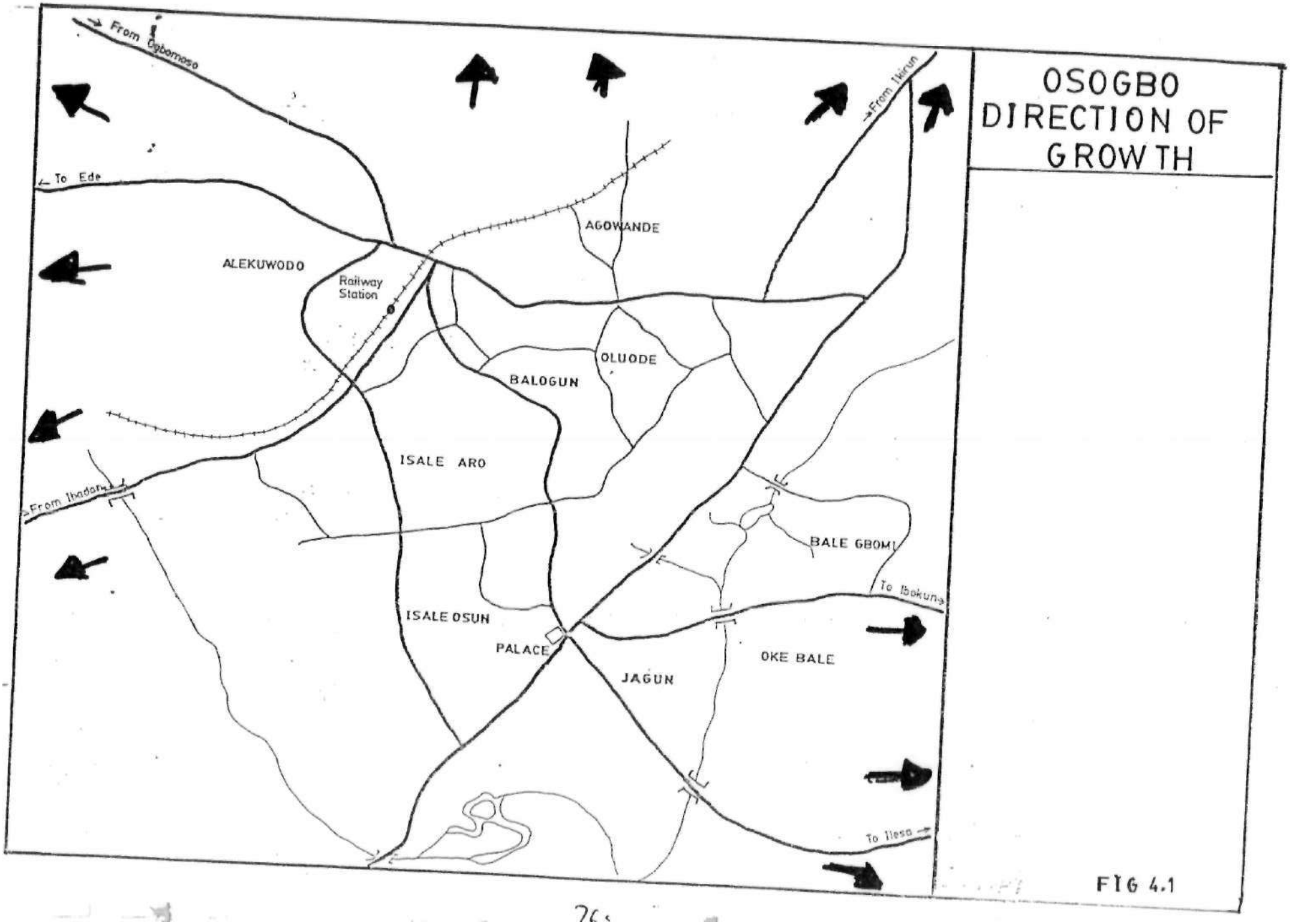
The following factors have been considered in the location of the proposed retail centres.

i) Direction and pattern of growth of the town

The town for now and the near future will continue to grow along these five major axis. These are: Ibadan, Ikirun, Ede, Ilesa and Ogbomoso axis see fig. 4.1

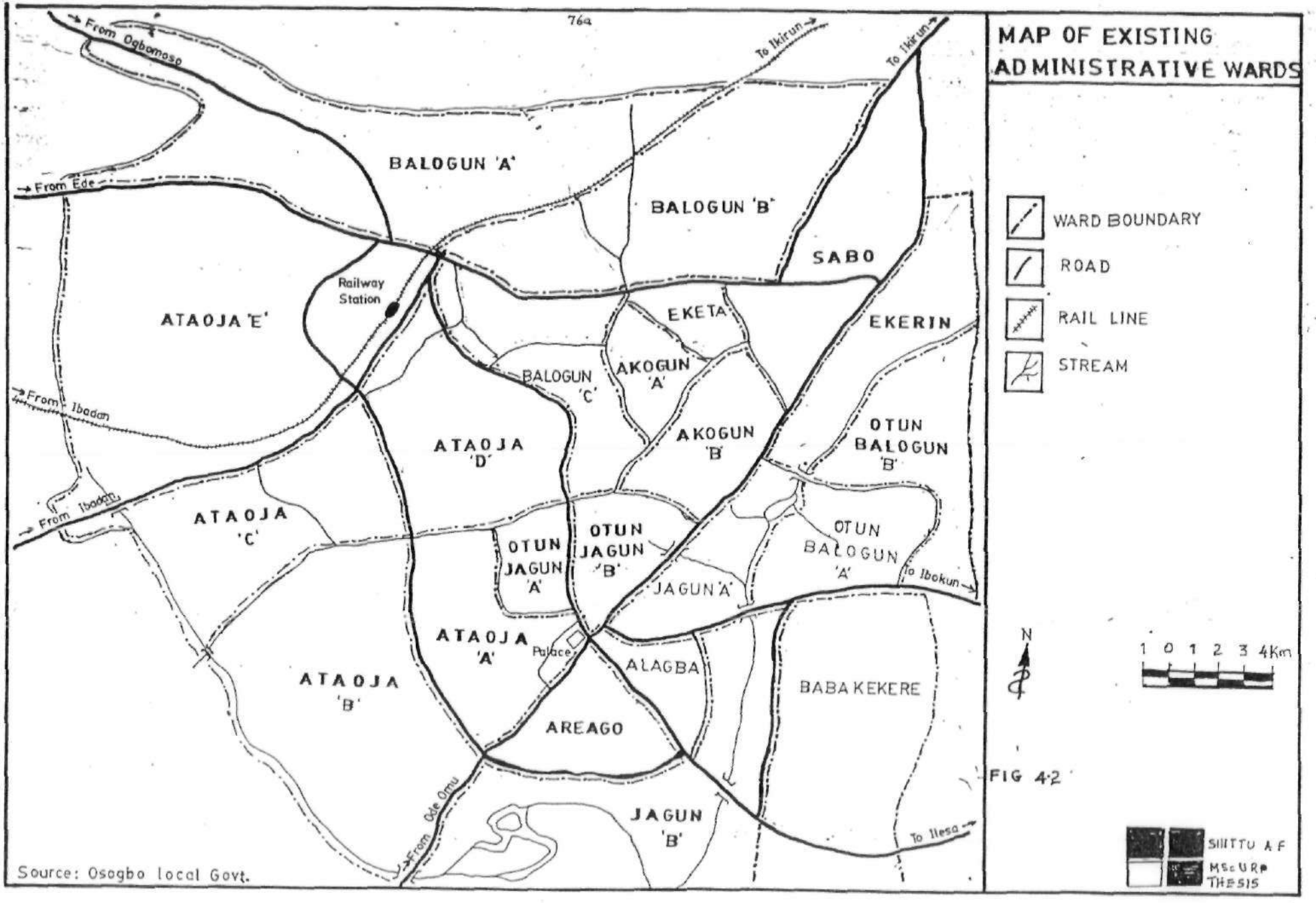
ii) **The existing administrative structure of the town**

The sub division of Osogbo into wards or quarters, introduced by the British in the early part of the twentieth century, may be seen as the modern counterpart of this olderless formal system of local grouping adopted by the 1976 local government reform Edict (see fig. 4.2). Each ward or quarter, representing the extent of the administrative jurisdiction of a senior town chief. A ward consists of a varying number of



OSOGBO DIRECTION OF GROWTH

FIG 4.1



MAP OF EXISTING ADMINISTRATIVE WARDS

WARD BOUNDARY
ROAD
RAIL LINE
STREAM

N

1 0 1 2 3 4Km

FIG 4·2

SIIITTU A F
MSc URP
THESIS

compounds known as "Agbole". In addition to living quarters, a compound or "Agbole" may include work shed for craftmen, trading stalls or local market, located in an open courtyard, name after the chief in charge of the area.

The existence of bigger unit called "Adugbo" or community consisting two or three wards was also noticed. There are also segregated residential area, outside the native quarters upon ethnic (Sabo) and economic or educational criteria. All these were considered when proposing the hierarchy of commercial centre earlier proposed in section 4.2 of this chapter.

iii) **The existing structure of commercial development**

This was extensively discussed in chapter three.

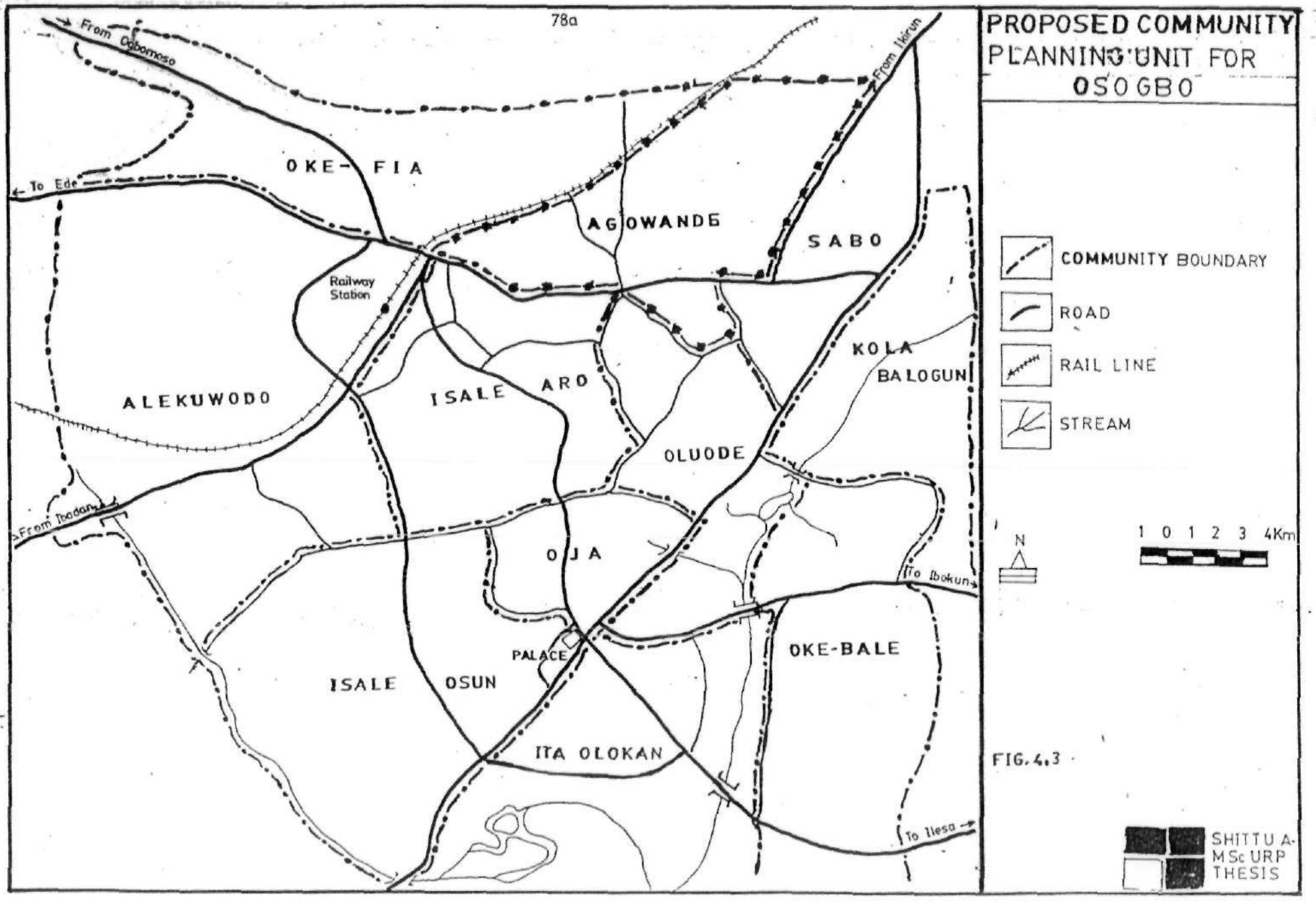
iv) **The population and demand for commercial facilities**

The projection for the demand for commercial facilities was summerised in tables 4.10 and 4.11. For as illustrated in the tables, by the year 2016, there will be the need to provide one city centre, 11-12 community centre, 20 sector centre to serve the shopping needs of the population.

4.5.2 Spatial distribution of proposed centres

Using the existing identified wards, population and its socio economic characteristics, the town was divided into eleven communities, in such a way that it meet with the earlier proposed standard in table 4.1. In each of the community it is expected that there will be one community centre and sector centres (which

number depend on the population and the number of wards that make up such community). This is illustrated in figures 4.3. The proposed planning units and their population are shown in table 4.13, while the spatial distribution of proposed shopping centres are shown in figure 4.4.


From Ogbomoso
From Ikirun
To Ede
OKE- FIA
AGOWANDE
SABO
Railway Station
KOLA
BALOGUN
ALEKUWODO
ISALE ARO
OLUODE
From Ibadan
OJA
To Ibokun
PALACE
OKE-BALE
ISALE OSUN
ITA OLOKAN
To Ilesa
PROPOSED COMMUNITY PLANNING UNIT FOR OSOGBO
COMMUNITY BOUNDARY
ROAD
RAIL LINE
STREAM
N
1 0 1 2 3 4Km
FIG. 4.3
SHITTU A.
MSc URP
THESIS

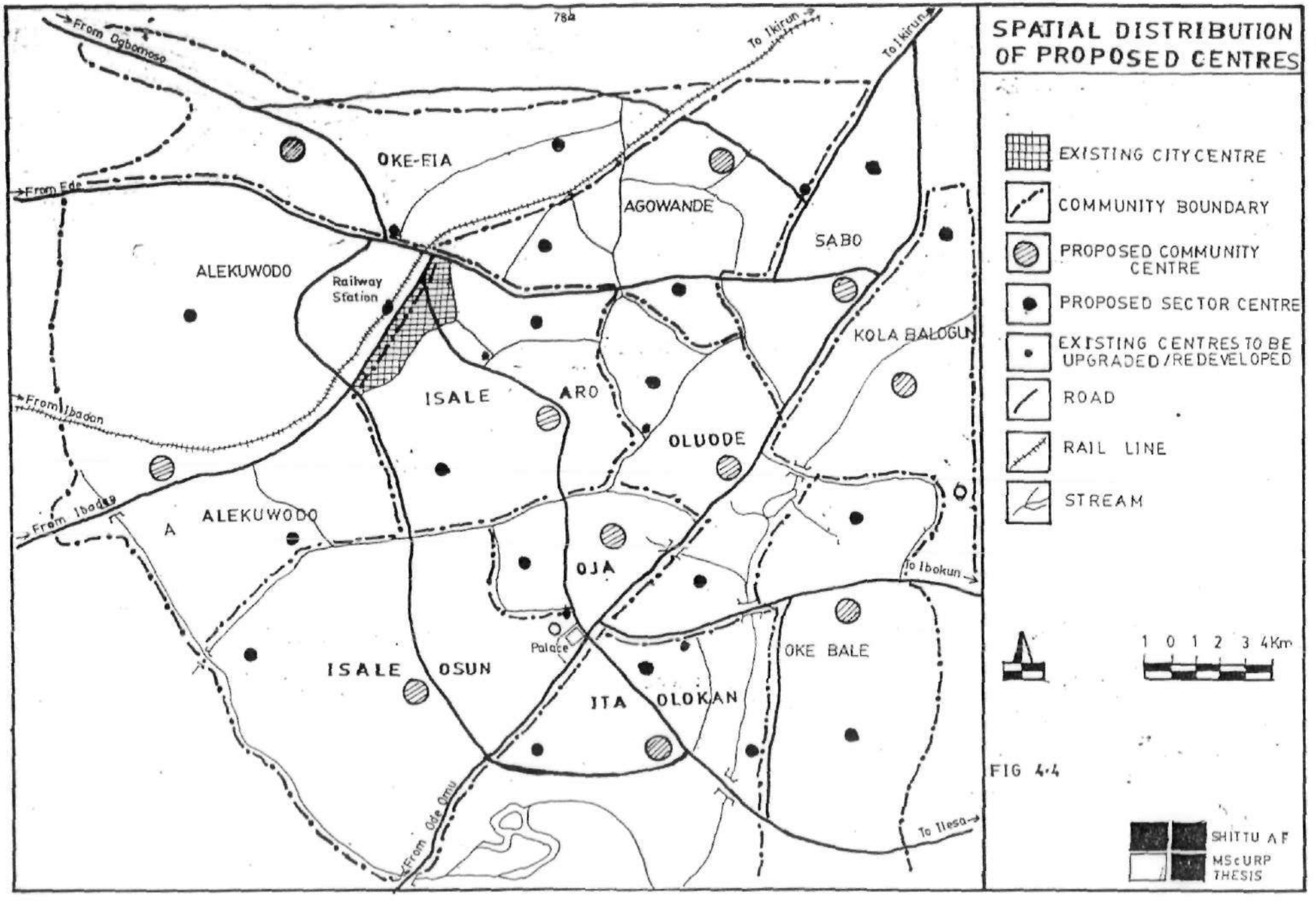

From Ogbomoso
To Ikirun
To Ikirun
From Ede
OKE-EIA
AGOWANDE
SABO
ALEKUWODO
Railway Station
KOLA BALOGUN
From Ibadan
ISALE
ARO
OLUODE
From Ibadan
A
ALEKUWODO
OJA
To Ibokun
Palace
OKE BALE
ISALE OSUN
ITA OLOKAN
From Ode Omu
To Ilesa
SPATIAL DISTRIBUTION OF PROPOSED CENTRES
EXISTING CITY CENTRE
COMMUNITY BOUNDARY
PROPOSED COMMUNITY CENTRE
PROPOSED SECTOR CENTRE
EXISTING CENTRES TO BE UPGRADED/REDEVELOPED
ROAD
RAIL LINE
STREAM
1 0 1 2 3 4Km
FIG 4.4
SHITTU A F
MScURP
THESIS

TABLE 4:12

TABLE SHOWING THE POPULATION PROJECTION BY WARD FROM 1991 - 2016

	NAME OF SUB WARD	POPULATION 1991	POPULATION 1996	POPULATION 2016
1	ATAOJA A	13123	15066	25782
2	ATOAJA B	12097	13888	23765
3	ATAOJA C	11720	13455	23026
4	ATAOJA D	8,249	9470	16206
5	ATAOJA E	9064	10406	17807
6	BABAKEKERE B	8876	10190	17438
7	JAGUN A	10156	11660	19952
8	JAGUN B	8682	9968	17057
9	AKOGUN A	10069	11560	19782
10	AKOGUN B	9087	10433	17852
11	OTUN JAGUN A	14753	16937	28983
12	OTUN JAGUN B	9157	10513	17989
13	EKETA	9238	10606	18149
14	ALAGBA	11599	13316	22787
15	OTUN BALOGUN A&B	33734	38728	

SOURCE: Local Government and Projections of the author

TABLE 4.13

PROPOSED PLANNING UNIT AND THEIR PROJECTED POPULATION BY THE END OF THE YEAR 2016

COMMUNITY	RESIDENTIAL SECTORS AND THEIR POPULATION	TOTAL POPULATION OF THE COMMUNITY
1. ITA OKOLAN	AREAGO 19272 JAGUN "B" 17057 ALAGBA 22787	59116
2. OKE BALE	OTUN BALOGUN "A" 33734 BABA KEKERE 17807	51541
3. KOLA BALOGUN	EKERIN 22346 OTUIN BALOGUN "B" 32541	54887
4. ISALE OSUN	ATAOJA "A" 25782 ATAOJA "B" 23765	49547
5. ISALE ARO	ATAOJA "D" 16206 BALOGUN "C" 35717	51923
6. OJA	OTUN JAGUN A 28,983 JAGUN B 17,989	46,972
7. ALEKUWODO	ATAOJA "E" 17807 ATAOJA "C" 23026	40833
8. OKE FIA	BALOGUN "A" 66275	66275
9. AGOWANDE	BALOGUN "B" 42892 EKETA 18149	61041
10. SABO	SABO 44,265	44,265
11. OLUODE	AKOGUN "A" 19782 AKOGUN "B" 17057 JAGUN "A" 19950	56789

4.6 RECOMMENDATIONS

In order that the above proposals may yield the desired result, the following recommendations are made:

4.6.1 Co-ordinated action by the city retail planning agency

In Osogbo, like most Nigeria urban centre retail areas are planned, controlled and managed by different government agencies, the result is, lack of co-ordination. Since retail area are planned in isolation and not in the context of the whole system. It is recommended that, for an effective and more efficient planning of the entire retail area, there should be a forum for proper co-ordination of activities, plans and liason among the relevant agencies concern.

4.6.2 Modern shopping centres

It is also recommended that the proposed new commercial centres, at the community and residential sector level, should be inform of well planned modern shopping centres or retail complexes. No longer in form of market or shopping streets. As was the case of Agbowo shopping complex in Ibadan. These shopping centres, depending on the purchasing power of the resident of the community, should consist of shopping units, department stores, a block of offices, grocier's shops and other specialised stores.

4.6.3 Integration of the proposals with the existing centres

In view of the proposal for redevelopment of the existing commercial area. It is recommended that the existing local markets should be upgraded to a sector centre in the wards they are located, whereas the shopping complexes can effectively operates as a shopping cluster within the residential neighbourhood they are found. However the major market can also be upgraded to a community centre.

4.6.4. Shopping clusters

It is recommended that the Osun State Capital Development Authority should study and identify areas where there are need to provide such facilities. In such areas the Authority should design and construct chain of shops that are in harmony with the existing and future development. These can be rented out. But if the Authority can not undertake the development, it should alternatively provide a standard design to any interested person or organisation.

4.6.5. Development Plan for the town

The lack of a Physical Development Plan to guide the general development of the town has also contributed to the haphazard nature of location, neglect and unco-ordnated planning of the commercial growth in the town. Hence there is the need for a physical development plan that will guide the development of the town, since the piece meal approach adopted is not yielding the desired result.

5.0 GUIDELINES FOR IMPLEMENTATION AND MANAGEMENT

The value of any physical planning proposal lies not only in fashioning strategies, but also on the implementation of design policy measures. No matter how lofty the measures are, they are ineffective if not adequately or efficiently implemented. However, the successful implementation of a proposal depends to a large extent, on the availability of funds, public participation, competent and capable management back up by necessary legal instruments.

5.1 MANAGEMENT

Study conducted revealed that some of the major problems associated with the provision and distribution of commercial facilities in the town are related to the lack of an effective management within which the planning and execution of various development is carried out.

Toward this end, it is suggested that a committee be set up at the state level, which membershop should be an integrated body involving representatives of Osun State Capital Development Authority, Local Government Councils, Osun State Property Development Corporation, Ministry of Works and Housing, Chamber of Commerce, Traders Associations and Private Sector Organisations.

The function of the body among others would be:

i) To evolve new commercial policies

ii) To review report on commercial policy implementation and evolve ways of ensuring progress

iii) To consider financial matters

To ensure the effectiveness of the above committee, it would be necessary to create an Implementation Sub Committee wihtin Osun State Capital Development Authority. Which by law is responsible for development control within the town, and the two local government councils that make up the town. The functions of the sub committee among others would be to:

i) To implement broad policies and programme

ii) Reappraise and advise on project

iii) Provide technical and management advice to local government on matters connected to commercial development

iv) Acquire site and prepared planned for the proposed new shopping centres in collaboration with the two local governments.

The emotion that will be generated as a result of redevelopment of the existing commercial area, through such measures, as the demolition of kiosks and stalls, displacement of traders and prohibition of street trading. Make it necessary for the authority to involve the citizens in all it proposed action. This should be done by not only allowing some of them to serve on the various committee, but to also effectively and systematically educate them on the need for all the measures that would surely affect them.

5.2 FINANCE

A project of this nature requires huge capital which calls for the financial investment from both the public and private sectors. In view of the dwindling government revenue there is the need to encourage the participation of individuals, communities and other organisation in the private sector of the economy in the provision and managment of commercial facilities. However, the participation of the private sector in the provision of these facilities should be carried out within the framework of guidlines provided by the authority.

5.3 PHASING PROGRAM

For practical purposes, short term and long term phasing of the implementation programme was adopted.

Short term - up to 2001

Long term - 2002 - 2016

5.3.1 Short Term Measures

i) This will include the rehabilitation or redevelopment of the existing retail area by providing necessary ancilliary facilities.

ii) Upgrading of those centres that will serve as sector centre by comprehensively redevelopment of such centres.

iii) Identification of areas within the town that need shopping facilities at Housing clusters level.

5.3.2 Long Term Measures

i) Acquisition and compensation for the land required for the development of new shopping centres.

ii) Preparation of standard layout and adoption of standard plans for the various structure proposed in the new and existing shopping centres.

iii) Provision of ancillary facilities

iv) Construction

5.4 CONCLUSION

The thesis has extensively discussed the nature and form of commercial development in Osogbo. It has offered relevant solutions and guidelines deemed fit for most of the problems identified. In proposing the measures, it has taken account of the fact that there will be increased need for retail facilities as a result of continue growth in population and increasing residential distance from the available facilities. Couple with the increasing participation by the inhabitant in the distributive trade. By these measures, the commercial area would be able to serve their intended and subsidiary purposes.

However, this cannot be achieved unless there is provision for adequate facilities as well as adherence to planning principles, rules and regulations evolve by the government. The various level of government are therefore advised to stand to the challenge, to see that no retail outlet in the future is designed or constructed without the provision of basic infrastructural facilities, which are essential to a really and an efficient shopping environment.

In conclusion, it is the author's sincere hope that the proposal if adopted would accelerate the provision of the basic needs in the market/shopping centre at a much cheaper rate and bring them within the reach of the small traders who at present contributed to most of the problem identified in commercial area.

BIBLIOGRAPHY

1. Arinze C.F. Traditional Markets in Zaria Urban Area. Unpublished Thesis ABU 1976.

2. Berry Brian, J.L. Geography of Market Centres. London Press, 6th Edition 197

3. Belslaw C.S. Traditional Markets and Modern Exchange. New York, 1965.

4. Burke G. Towns in the Making. Edward Arnold Ltd., London 1975.

5. Chapin Urban Land Use Planning

6. Evansten, Markets in Africa - London, North Western University Press, 1962.

7. Gibbered Fredrick Town Design Architectural Press London 1959.

8. Gosting David Design and Planning of Retail Systems, The Architectural Publication

9. H.P. Notes on Traditional Market Authority, and Market Periodicity in West Africa: Journal of Africa History Vol. 8. No.2 1966.

10. Hodder B.W. Rural Periodic Day Market in part of Yoruba Land in Western Nigeria. Journal of the Institute of British Geographers, Vol. 29, 1966.

11. Hodder B.W. The Yoruba Rural Market in P. Bohamen and G. Dalton (ed) Market in Africa, Evenston, North Western University Press 1962.

12. Hodder B.W. and Ukwu U.I. — Market in West Africa. Ibadan University Press, 1969.

13. Kumuyi A.J. — The Provisions of Public Owned Market Facilities in Nigeria NISER serial 1991.

14. Keteria — Market Places and Trading Streets in Yoruba Towns. Unpublished Thesis, Lagos Federal Ministry of Works and Housing, 1971.

15. Mac Murray T. — Planning and the Markets: in The Planners Vol. 60 No. 13. 1974.

16. Mac Murray T. — Planning for Market Uncertainties in The Planners Vol. 60, No.8 1974.

17. Mabogunje A.L. — The Evolution and analysis of Retail Structure in Lagos in Economic Geography, 1964.

18. Mabogunge A.L. — Urbanisation in Nigeria Ibadan University Press.

19. Onokerhoraye A.G. — Public Services in Nigerian Urban Areas, Ibadan University Press, 1982.

20. Okoye T.O. — Planning of Urban Retail Area UNIFE Press 1985.

21. Oyo State Town Services: — Published by the Information Division of the Ministry of Local Government and Information Ibadan, 1977.

22. Ross L. Davies — Marketing Geography with Special Reference to Retailing, Published by R.P.A. Books, 1976.

23. Samuel Johnson — The History of the Yorubas C.S. Bookshop Lagos, 1969.

24. Sada P.O.& Oguntoyinbo J.S. — Urbanisation Process and Problems in Nigeria: The market traders in the city of Lagos/Ibadan, University Press 1981.

25. Vagale L.R. — Design Elements in Urban Planning: Journal of the Institute of Town Planners. India New Delhi, Vol.31. 1961.

26. Vagale L.R. — Anatomy of Traditional Market in Nigeria - focus on Ibadan city The Polytechnic, Town Planning Department, Ibadan, 1974.

27. Vagale L.R. — Commercial Centre for Ijebu Ode Design and Layout, Ibadan Polytechnic, 1971.

28. Vagale L.R. — Manual of Space Standards for Urban Development in Western State of Nigeria. The Polytechnic, Ibadan 1971.

APPENDIX A

PLANNING FOR COMMERCIAL DEVELOPMENT IN OSOGBO

QUESTIONAIRE (COMMON TO THE ENTIRE COMMERCIAL AREA)

Name of Questionaire _____

Name of Respondent(s) _____

Date of Interview _____

Time _____

I. GENERAL

1. Name of Centre _____
2. Location (Census ward) _____
3. Year of Establishment _____
4. Type and period of operation
   - 4.1 Daily Centre
     - (a) Day or Night _____
     - (b) Day and Night _____
   - 4.2 Periodic Centre
     - (a) Market Interval _____ days
5. Ownership of Centre
   - 5.1 Private ( )
   - 5.2 Public ( )
     - (a) Community ( )
     - (b) Council ( )
     - (c) State Government ( )
     - (d) Coporate body ( )
     - (e) Other Specify ( )
6. Levy - Rent ( )
   Free ( )
   Rate ( )

II. PHYSICAL CHARACTERISTIC

7. Site area in Hectares _____
8. Area developed _____
9. Topography or Terrain Type
   - flat ( )
   - Rolling ( )
   - Hilly ( )

IBRAHIM LIBRARY

10. Drainage Type

10.1 Open ( )

Covered ( )

(a) Pipe drains ( )

(b) Concrete Slab cover

10.2 None

11. Physical Boundary

fence ( )

Residential Building ( )

None ( )

12. Set back from Centre line of the abutting road _ _ _ _ metres

13. Number of Separate blocks _ _ _ _ _ _ _ _ _ _

14. Organisation of the blocks

Laid out but not planned ( )

Planned and laid out ( )

15. Nature of Building blocks

Permanent ( )

Temporary ( )

16. Walling Material

Concrete blocks ( )

Stone ( )

Mud Walls ( )

(i) Plastered ( )

(ii) Un plastered ( )

Timber ( )

Other Specify ( )

17. Roofing Materials

Asbestors sheet _ _ _ _ _ _ _ _ _

Galvenised Iron sheet _ _ _ _ _ _ _

Thatch _ _ _ _ _ _ _ _ _ _

Others (specify) _ _ _ _ _ _ _

18. Types of Establishment Number

Lock up Stalls ( )

Open Stalls ( )

Open air trading ( )

Total Number

19. Number of Stalls devoted to various Commodities

Types of Commodities	No. of Selling Units	% of Total
Food Stuffs		
Beverages and House hold goods		
Textiles, apparel and foot wears		
Electrical goods		
Building Materials and furniture		
Tools and Spare parts		
Books and Stationery		
Drugs and Pharmeceuticals		
Native herbs and allied Materials		
Service traders		
Other (Specify)		
Total		

III. UTILITIES AND SERVICES

20. Water Supply

(a) Available

Types	Number
Stream ( )	------
Public faucets ( )	------
Well ( )	------
Other Specify ( )	------

(b) NONE

21. Toilet facilities

(a) Types

	Number
Water Closet ( )	-------
Pit holes ( )	-------
Bucket System ( )	-------
Other (Specify) ( )	-------

(b) None

22. Refuse Dumps

(a) Types

	Size
Incinarators ( )	-------
Refuse depots ( )	-------
Other (Specify) ( )	-------
Number provided ( )	-------

(b) None

23. Electrical Connection

(a) Available ( )
Private ( )
Public ( )

(b) Not available ( )

24. Parking Space

Types		Size in sq metres
On Street parking	( )	_ _ _ _ _ _ _ _ _ _ _ _
Off Street parking	( )	_ _ _ _ _ _ _ _ _ _ _ _
Car park	( )	_ _ _ _ _ _ _ _ _ _ _ _
Truck park	( )	_ _ _ _ _ _ _ _ _ _ _ _
No of parking space at a time		_ _ _ _ _ _ _ _ _ _ _ _
Occupancy (Number)		_ _ _ _ _ _ _ _ _ _ _ _
Not provided	( )	

25. Fire hydrants/station

Available ( ) Number _ _ _ _ _ _
Not Available

IV. SOCIAL CHARACTERISTICS

(A) TRADERS

26. Name of Market

27. Traders' place of Origin

27.1 In Osogbo ( )

Less than 1 km ( )
1 - 3 km ( )
Above 3km ( )

27.2 Out side Osogbo

Less than 10km ( )
10 - 20km ( )
21 - 30km ( )
31 - 40km ( )
over 40km ( )

28. Mode of transport of traders to the market

By foot ( )
By Bicycle ( )
Motocycle ( )
Taxis/Bus ( )
Truck/Lorry ( )
Private Car ( )

29. Mode of Conveyance of Commodities

Head load

Push Cart

Bicycle

Motocycles

Commercial Vehicle

Private Vehicle

30. Sex

Male ( ) Female ( )

31. Age group

Below 30years ( )

31 - 55 years ( )

Above 55 years ( )

32. Educational level

Primary School ( )

Secondary School end above ( )

Illetrate ( )

33. Mode of display

Lockable Stalls ( )

Open Stalls ( )

Hawking ( )

Make Shift ( )

Bare Ground ( )

34. Source of Stocks _ _ _ _ _ _ _ _ _ _ _ _ _ _

35. Do you belong to any Cooperative or Union

If Yes Name ( )

for how long ( )

No _ _ _ _ _ _ _ _

36 . Have Stalls in other Markets

If Yes Name of the Market

No

37. Daily Sales or turn over _ _ _ _ _ _ _ _ _ _

(B) SHOPPERS

38. Distance travelled by Shoppers

Within Osogbo

Less than 1Km ( )

1 - 3km

Above 3km.

474499

Outside Osogbo

Less than 10km

10 - 20km

20 - 30km

31 - 40km

Over 40km

39. SEX

MALE ( ) FEMALE ( ).

40. Age group

Below 30 years ( ) 31 - 55yrs ( ) Above 55 yrs ( )

41. Educational level

Illiterate ( )

Primary ( )

Secondary and above ( )

Mode of transport

By foot

Bicycle

Motocycle

Commercial vehicle

Private Car

(C) GENERAL

POPULATION OF POSITION OF WOMEN BY ACTIVITIE OR COMMODITY SOLD

TYPES OF COMMODITY	NO. OF MEN	NO. OF WOMEN
Foods Stuffs		
Beverages and Household goods		
Textiles apparel and Footwears		
Electrical goods		
Building materials and Furniture		
Tools and Spare parts		
Books and Stationery		
Drugs and Pharmaceuticals		
Native herbs and allied Materials		
Service trades		
TOTAL		

APPENDIX 'B'

MAP SHOWING EXISTING LAND-USE AT OLUODE MARKET



Notation

○○○	OPEN AIR TRADING SPOT
	MARKET BOUNDARY
	ROAD AND STREET
	FOOT PATH
○○○	TREES
	WATER FAUCET
	DRAINAGE
	SHRINE

Land-use Analysis

	TYPE	AREA COVERD	PERCENT
	Commercial	0·55 hect.	66.11
	Residential	0·17 "	18·89
	Service trade	0·03 "	3·33
	Road and Street	0·15 "	16·67
	TOTAL	0·90 "	100·00

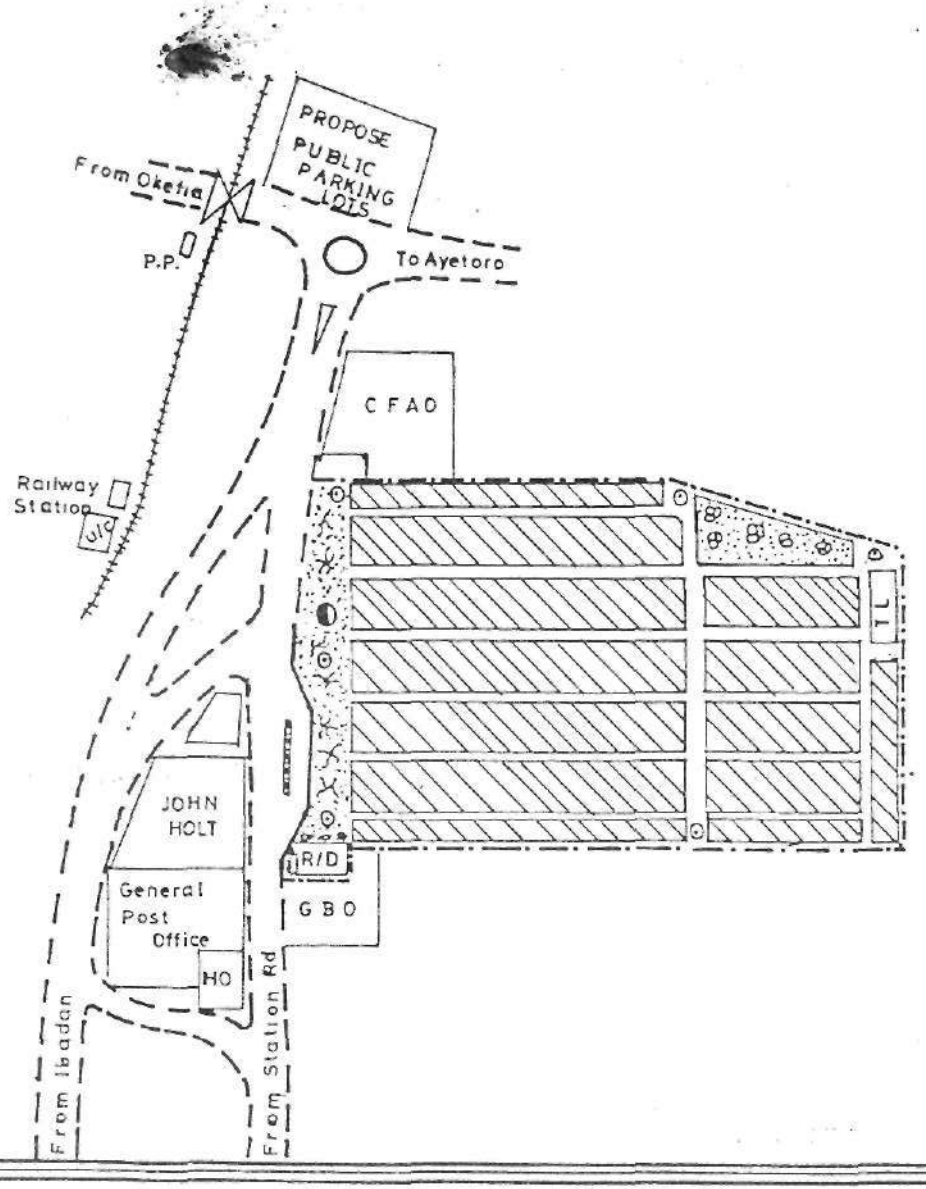
SCALE 1:1250

N

SHITTU

APPENDIX C

ORISUNBARE MARKET: PROPOSED REDEVELOPMENT PLAN



Notations

	EXISTING MARKET SRUCTURES
	MARKET BOUNDARY
	ORGANISED OPEN SPACE
	WATER FAUCET
⊙	ELECTRIC POLES
T L	TOILET
P P	POLICE POST
R/D	REFUSE DUMP
	SET BACK

Proposed Land use Analysis

	TYPES	AREA COVER	PERCENT
	Commercial	0·71hect	79·78
	Open Space	0·08 "	9·00
	Facilities	0·01 "	0·11
	Walkway	0·09 "	10·11
	TOTAL	0·89hect	100·00

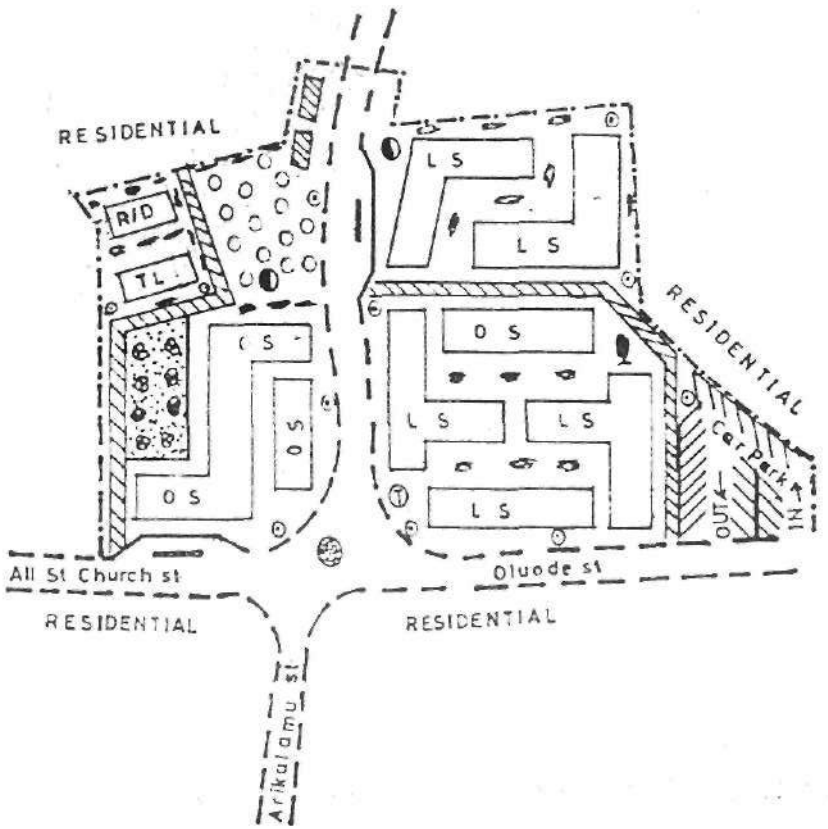
SCALE: 1:

N

FIGURE

OLUODE MARKET: PROPOSED REDEVELOPMENT PLAN

APPENDIX 'D'



Notations

O O O	OPEN AIR TRADING SPOT
	MARKET BOUNDARY
	ROADS (EXISTING)
	SHRUBS
	WATER FAUCET
	SHRINE
L S	LOCK UP STALLS
O P	OPEN STALLS
R/D	REFUSE DUMP
T L	TOILETS
	TELEPHONE POST
	ELECTRIC POLE
	ORGANISED OPEN SPACE
	EXISTING SHOPS

Proposed Land-use Analysis

	TYPES	AREA COVER	PERCENT
	Commercial	0.61hect	67·78
	Organised Open space	0·04 "	4·44
	Community facilities	0·05 "	5·56
	Walkways Roads & Parks	0·20 "	22 22
	TOTAL	0.90hect.	100 00

SCALE: 1:1250

N

SHITTU